APPENDIX F: TRAFFIC IMPACT ANALYSIS

URBAN | CROSSROADS

11115 HEMLOCK AVENUE

TRAFFIC ANALYSIS

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Reference Number	Agency	Date
15100-06 TA Report	City of Fontana	July 13, 2023

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CTR	Commute Trip Reduction
DIF	Development Impact Fee
EAP	Existing plus Ambient Growth plus Project
HBW	Home-Based Work
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
OPR	Office of Planning and Research
P/A	Production/Attraction
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	North Fontana Industrial Complex (Acacia)
SBCTA	San Bernardino County Transit Authority
SBTAM	San Bernardino Transportation Analysis Model
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCD	Slover Central Manufacturing/Industrial District
SED	Socio-economic Data
SWIP	Southwest Industrial Park Specific Plan
TA	Traffic Analysis
TAZ	Traffic Analysis Zone
TPA	Transit Priority Area
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for the proposed 11115 Hemlock Avenue development ("Project"), which is located south of Santa Ana Avenue and east of Hemlock Avenue in the City of Fontana, as shown on Exhibit 1-1. Exhibit 1-1 depicts the location of the proposed Project in relation to the existing roadway network and the study area intersections.

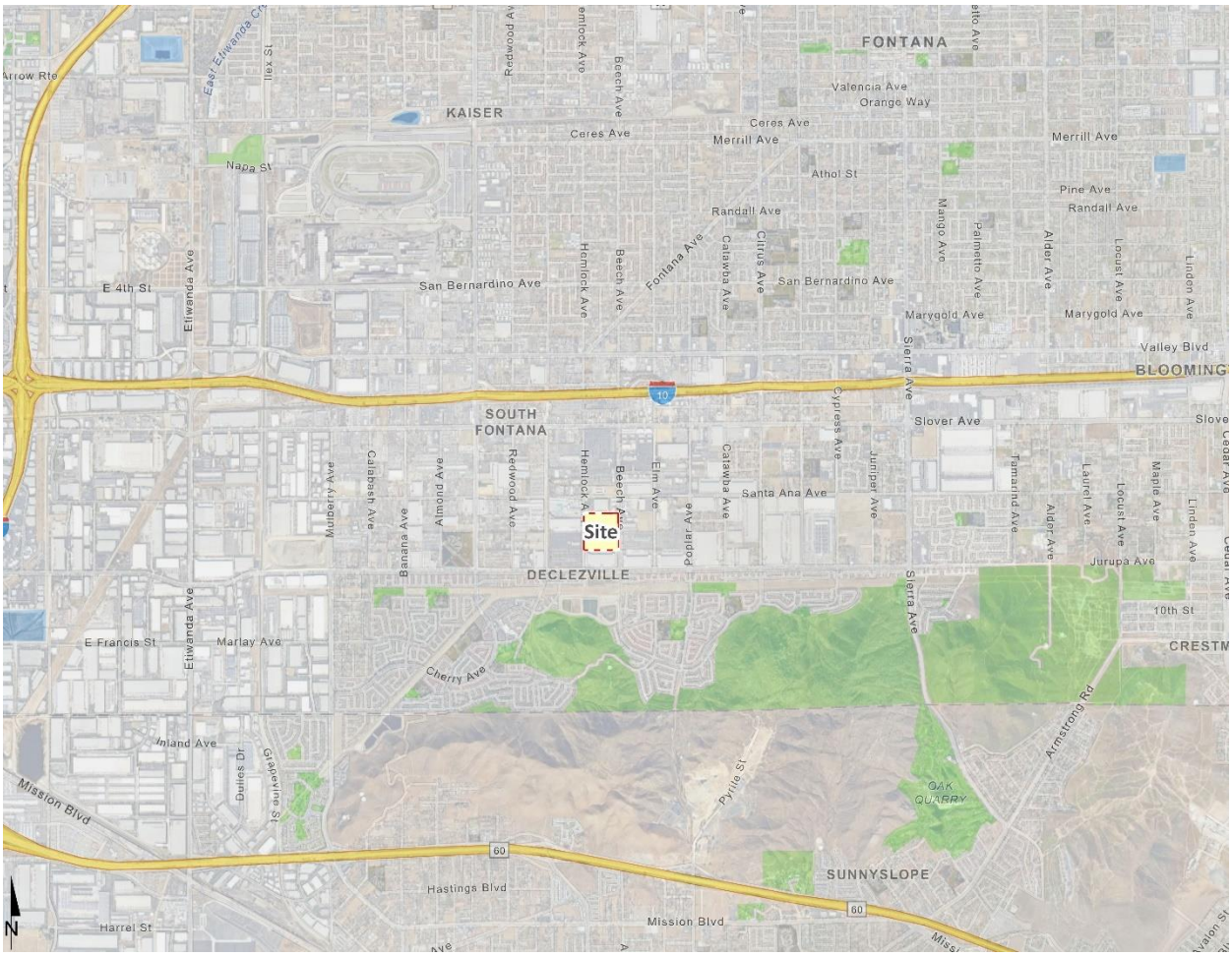
The purpose of this TA is to evaluate the potential deficiencies related to traffic, identify circulation system deficiencies that may result from the development of the proposed Project, and to recommend improvements to resolve identified deficiencies in order to achieve acceptable operational conditions at study area intersections and ensure consistency with the City's General Plan. This TA has been prepared in accordance with the City of Fontana's Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (October 21, 2020) and through consultation with City of Fontana staff during the scoping process. (1) The Project traffic study scoping agreement is provided in Appendix 1.1 of this TA, which has been reviewed and approved by City of Fontana staff.

1.1 SUMMARY OF FINDINGS

1.1.1 VEHICLE MILES TRAVELED

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (2). Based on OPR's Technical Advisory, specific procedures for complying with the new CEQA requirements for VMT analysis, the City of Fontana adopted Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (1). The City Guidelines documents the City's VMT analysis methodology and adopted VMT impact thresholds. The VMT screening evaluation presented in this report has been developed based on these City Guidelines. The Project was evaluated consistent with the City's available screening criteria and was found to meet the VMT screening criteria. As such, the Project has a less than significant impact on VMT. For additional details, see Section 8 *Vehicle Miles Traveled*.

EXHIBIT 1-1: LOCATION MAP



1.1.2 LEVEL OF SERVICE (LOS) ANALYSIS

The Project is to construct the following improvement as design features in conjunction with development of the site:

- The site adjacent roadways of Hemlock Avenue and Beech Avenue are currently constructed to their ultimate cross-sections according to the City of Fontana guidelines and General Plan. Project to construct sidewalks and modify the curb and gutter to accommodate site access points (Project driveways).

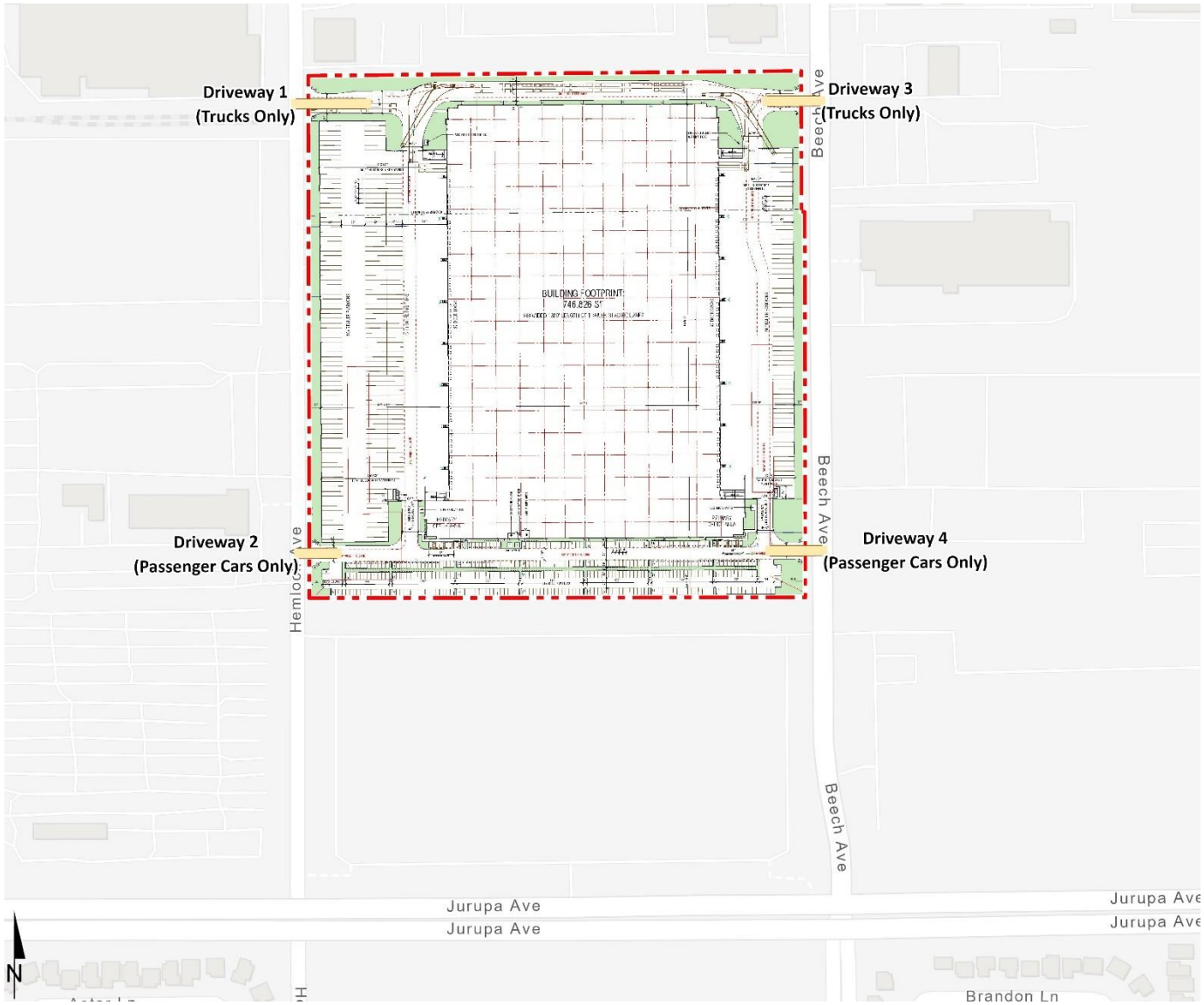
Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report. The proposed Project is not anticipated to require the construction of any off-site improvements, however, there are improvement needs identified at off-site intersections for future cumulative traffic study scenarios. As such, the Project Applicant's responsibility for the Project's contributions towards deficient off-site intersections is fulfilled through payment of fair share and/or payment into pre-existing fee programs (if applicable) that would be assigned to the future construction of the identified recommended improvements. The Project Applicant would be required to pay requisite fees and/or fair share contributions consistent with the City's requirements (see Section 7 *Local and Regional Funding Mechanisms*).

1.2 PROJECT OVERVIEW

The proposed Project consists of 661,506 square feet of warehousing use (75% of the total square footage) and 220,502 square feet of high-cube cold storage warehousing use (25% of the total square footage), for a total of 882,008 square feet. The site is currently occupied by an existing use. As such, a trip credit has been taken for the existing use, based on existing traffic counts conducted at the site driveways.

The Project is anticipated to be developed within a single phase with an Opening Year of 2024. The proposed preliminary site plan for the proposed Project is shown on Exhibit 1-2. As indicated on Exhibit 1-2, access to the Project site will be provided to Hemlock Avenue via two driveways (Driveway 1 and Driveway 2) and Beech Avenue via two driveways (Driveway 3 and Driveway 4). Truck access will be accommodated via Driveways 1 and 3 while passenger car access will be accommodated via Driveways 2 and 4. Regional access to the Project site is available from the I-10 Freeway via Cherry Avenue and Citrus Avenue.

EXHIBIT 1-2: PRELIMINARY SITE PLAN



In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for the following land use codes: (3)

- Warehousing (ITE Land Use Code 150)
- High-Cube Cold Storage Warehouse (ITE Land Use Code 157)

The Project is anticipated to generate a net total of 1,536 two-way trips per day with 130 AM peak hour trips and 140 PM peak hour trips (actual vehicles). The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2024)
- Opening Year Cumulative (2024) Without Project
- Opening Year Cumulative (2024) With Project

1.3.1 EXISTING (2022) CONDITIONS

Information for Existing (2022) traffic conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.3.2 EAPC (2024) CONDITIONS

The EAP (2024) conditions analysis determines the potential circulation system deficiencies based on a comparison of the EAP traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 4.04% (2 percent per year, compounded over 2 years) is included for EAP (2024) traffic conditions. The assumed ambient growth factor is based on the requirements per the City of Fontana traffic study guidelines. The EAP analysis is intended to identify "Opening Year" deficiencies associated with the development of the proposed Project based on the expected background growth within the study area.

1.3.3 OPENING YEAR CUMULATIVE (2024) CONDITIONS

The Opening Year Cumulative (2024) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth from Existing (2022) traffic conditions of 4.04% is included for Opening Year Cumulative (2024) traffic conditions (2 percent per year compounded annually over 2 years). This analysis scenario includes a list of other cumulative development projects which was compiled from information provided by the City of Fontana and is consistent with other recent studies in the study area.

1.4 STUDY AREA

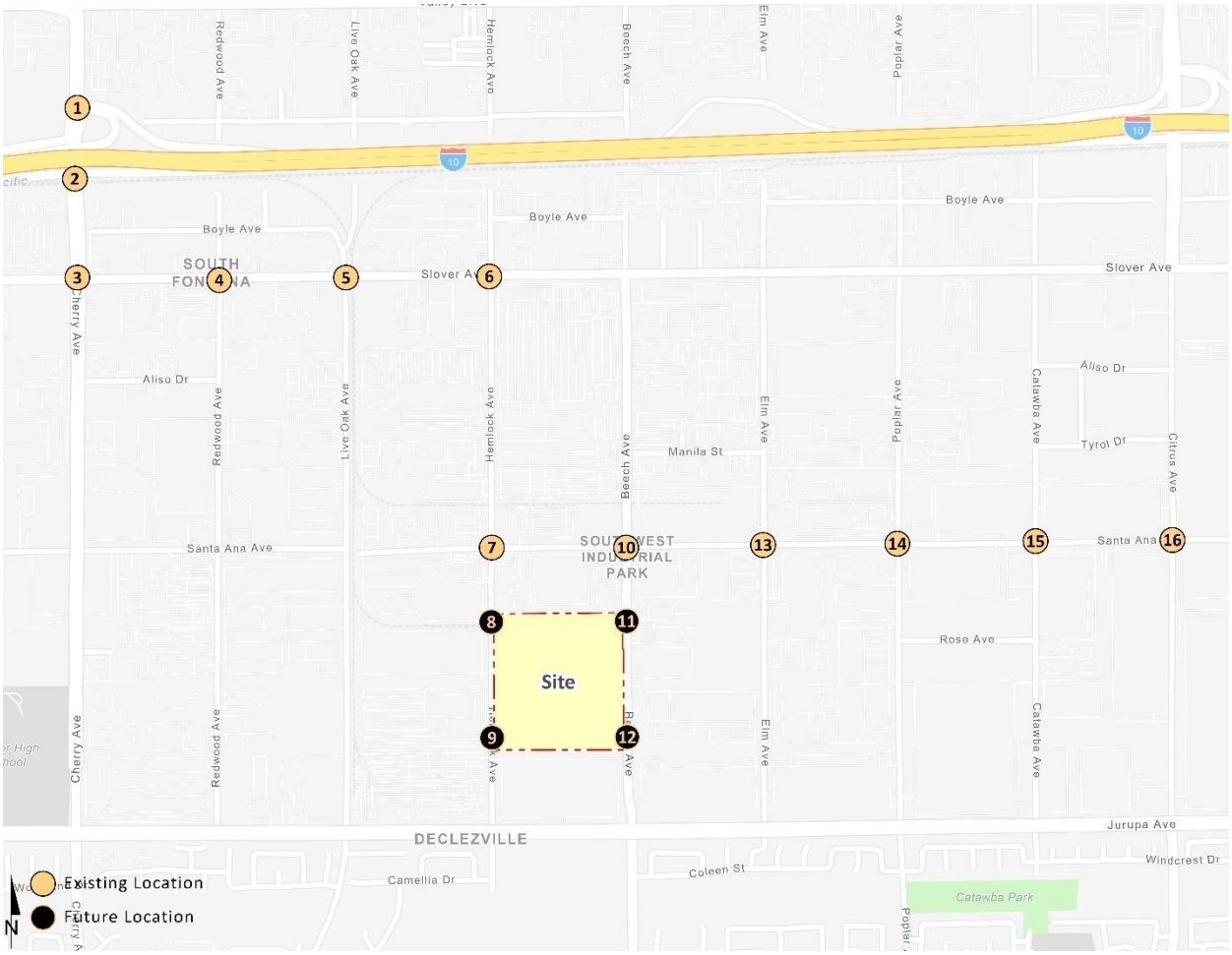
The 16 study area intersections listed in Table 1-1 and shown on Exhibit 1-3 were selected for evaluation in this TA based on consultation with City of Fontana staff. The study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the City of Fontana's traffic study guidelines. (1) The "50 peak hour trip" criteria represent a minimum number of trips at which a typical intersection would have the potential to be substantively affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within San Bernardino County for estimating a potential area of influence (i.e., study area).

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	Jurisdiction	CMP Facility?
1	Cherry Av. & I-10 WB Ramps	Fontana, Caltrans	No
2	Cherry Av. & I-10 EB Ramps	Fontana, Caltrans	No
3	Cherry Av. & Slover Av.	Fontana	No
4	Redwood Av. & Slover Av.	Fontana	No
5	Live Oak Av. & Slover Av.	Fontana	No
6	Hemlock Av. & Slover Av.	Fontana	No
7	Hemlock Av. & Santa Ana Av.	Fontana	No
8	Hemlock Av. & Driveway 1	Fontana	No
9	Hemlock Av. & Driveway 2	Fontana	No
10	Beech Av. & Santa Ana Av.	Fontana	No
11	Beech Av. & Driveway 3	Fontana	No
12	Beech Av. & Driveway 4	Fontana	No
13	Elm Av. & Santa Ana Av.	Fontana	No
14	Poplar Av. & Santa Ana Av.	Fontana	No
15	Catawba Av. & Santa Ana Av.	Fontana	No
16	Citrus Av. & Santa Ana Av.	Fontana	No

EXHIBIT 1-3: STUDY AREA



1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 5 *EAP (2024) Traffic Conditions* and Section 6 *Opening Year Cumulative (2024) Traffic Conditions.* A summary of LOS results for all analysis scenarios is presented in Table 1-2.

TABLE 1-2: SUMMARY OF LOS

		Existing		EAP (2024)		Opening Year Cumulative (2024) Without Project		Opening Year Cumulative (2024) With Project	
#	Intersection	AM	PM	AM	PM	AM	PM	AM	PM
1	Cherry Av. & I-10 WB Ramps	A - C	A - C	A - C	A - C	A - C	A - C	A - C	A - C
2	Cherry Av. & I-10 EB Ramps	A - C	A - C	A - C	A - C	A - C	A - C	A - C	A - C
3	Cherry Av. & Slover Av.	D - E	D - E	D - E	D - E	D - E	D - E	D - E	D - E
4	Redwood Av. & Slover Av.	A - C	D - E	A - C	D - E	A - C	D - E	A - C	D - E
5	Live Oak Av. & Slover Av.	A - C	A - C	A - C	A - C	A - C	A - C	A - C	A - C
6	Hemlock Av. & Slover Av.	A - C	D - E	A - C	F	A - C	D - E	A - C	F
7	Hemlock Av. & Santa Ana Av.	A - C	A - C	A - C	A - C	A - C	A - C	A - C	A - C
8	Hemlock Av. & Driveway 1	N/A	N/A	A - C	A - C	N/A	N/A	A - C	A - C
9	Hemlock Av. & Driveway 2	N/A	N/A	A - C	A - C	N/A	N/A	A - C	A - C
10	Beech Av. & Santa Ana Av.	A - C	A - C	A - C	A - C	A - C	A - C	A - C	A - C
11	Beech Av. & Driveway 3	N/A	N/A	A - C	A - C	N/A	N/A	A - C	A - C
12	Beech Av. & Driveway 4	N/A	N/A	A - C	A - C	N/A	N/A	A - C	A - C
13	Elm Av. & Santa Ana Av.	A - C	A - C	A - C	A - C	A - C	A - C	A - C	A - C
14	Poplar Av. & Santa Ana Av.	A - C	A - C	A - C	A - C	A - C	A - C	A - C	A - C
15	Catawba Av. & Santa Ana Av.	A - C	A - C	A - C	A - C	A - C	A - C	A - C	A - C
16	Citrus Av. & Santa Ana Av.	A - C	A - C	A - C	A - C	A - C	A - C	A - C	A - C

= A - C = D - E = F

1.5.1 EXISTING (2022) CONDITIONS

The following study area intersections are currently operating at an unacceptable LOS during the peak hours:

- Cherry Avenue & Slover Avenue (#3) – LOS D AM and PM peak hours
- Redwood Avenue & Slover Avenue (#4) – LOS D PM peak hour only
- Hemlock Avenue & Slover Avenue (#6) – LOS D PM peak hour only

1.5.2 EAP (2024) CONDITIONS

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours, in addition to the intersections previously identified under Existing (2022) traffic conditions.

1.5.3 OPENING YEAR CUMULATIVE (2024) CONDITIONS

The following study area intersections are anticipated to continue to operate at an unacceptable LOS during the peak hours under Opening Year Cumulative (2024) Without Project traffic conditions:

- Cherry Avenue & I-10 EB Ramps (#2) – LOS D AM peak hour only
- Cherry Avenue & Slover Avenue (#3) – LOS E AM and PM peak hours
- Redwood Avenue & Slover Avenue (#4) – LOS F PM peak hour only
- Hemlock Avenue & Slover Avenue (#6) – LOS D AM peak hour; LOS F PM peak hour

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic under Opening Year Cumulative (2024) With Project traffic conditions.

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown on Exhibit 1-4.

Recommendation 1 – Hemlock Avenue & Driveway 1 (#8) – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a westbound shared left-right turn lane (Project driveway).

Recommendation 2 – Hemlock Avenue & Driveway 2 (#9) – The following improvement is necessary to accommodate site access:

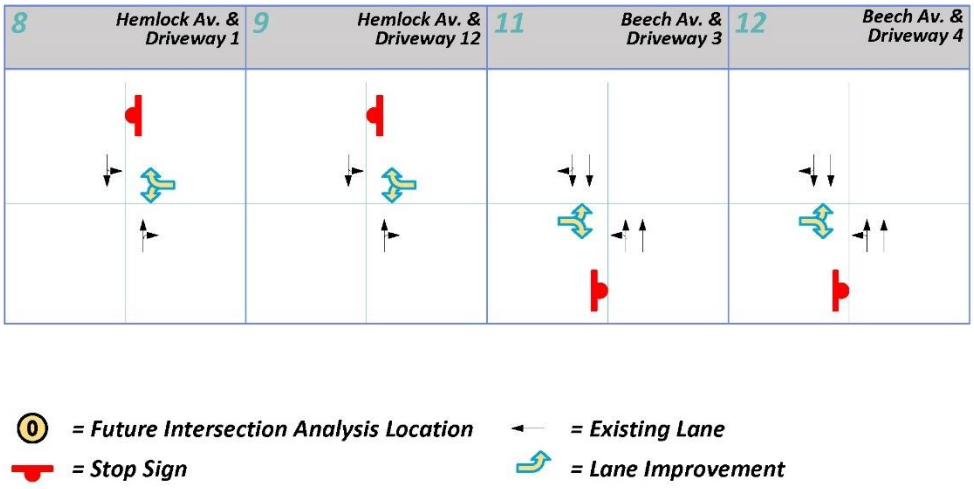
- Project to install a stop control on the westbound approach and construct a westbound shared left-right turn lane (Project driveway).

Recommendation 3 – Beech Avenue & Driveway 3 (#11) – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct an eastbound shared left-right turn lane (Project driveway).

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS





Recommendation 4 – Beech Avenue & Driveway 4 (#12) – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct an eastbound shared left-right turn lane (Project driveway).

Recommendation 5 – Hemlock Avenue is a north-south oriented roadway located on the Project's western boundary. The site adjacent roadway of Hemlock Avenue is currently constructed to its ultimate cross-section according to the City of Fontana guidelines and General Plan. Project to construct sidewalks and modify the curb and gutter to accommodate site access points (Driveways 1 and 2).

Recommendation 6 – Beech Avenue is a north-south oriented roadway located on the Project's eastern boundary. The site adjacent roadway of Hemlock Avenue is currently constructed to its ultimate cross-section according to the City of Fontana guidelines and General. Project to construct sidewalks and modify the curb and gutter to accommodate site access points (Driveways 3 and 4).

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Fontana sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

1.6.2 OFF-SITE RECOMMENDATIONS

The recommended improvements needed to address the cumulative deficiencies identified under EAP (2024) and Opening Year Cumulative (2024) traffic conditions are summarized in Table 1-3. For those improvements listed in Table 1-3 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fair share and/or fees. Table 1-3 also summarizes the applicable cost associated with each of the recommended improvements.

1.7 VEHICLE MILES TRAVELED (VMT) ANALYSIS

The Project was evaluated against screening criteria as outlined in the City Guidelines. The Project was found to meet the Project Net Daily Trips Less than 500 ADT screening step and therefore has a less than significant impact on VMT. A detailed discussion can be found in Section 8 *Vehicle Miles Traveled Analysis* of this TA.

TABLE 1-3: SUMMARY OF IMPROVEMENTS AND ROUGH ORDER OF MAGNITUDE COSTS

#	Intersection Location	Jurisdiction	EAP (2024)	Opening Year Cumulative (2024) With Project	Project Responsibility	Improvements in DIF[1,2]	Estimated Cost[3,4]	Project Fair Share	Fair Share Cost[5]
3	Cherry Av. & Slover Av.	Fontana	Modify the traffic signal to implement lead-lag phasing for the NB/SB approaches	Same	Fair Share	No	$136,500	12.1%	$16,449
						Total:	**$136,500**		**$16,449**
4	Redwood Av. & Slover Av.	Fontana	Install a traffic signal	Same	Fair Share	No	$455,000	20.8%	$94,640
						Total:	**$455,000**		**$94,640**
6	Hemlock Av. & Slover Av.	Fontana	Install a traffic signal	Same	Fair Share	No	$455,000	24.0%	$109,032
						Total:	**$455,000**		**$109,032**
						Total Cost for Improvements	$1,046,500		$220,122
						Total Project Fair Share Contribution to the City of Fontana (non-DIF/other)[6]		$220,122	
						Total Project Fair Share Contribution to Caltrans[7]		$0	

[1] Improvements included in regional/City DIF programs have been identified as such.

[2] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at the discretion of the City.

[3] Costs have been estimated using the data provided in Appendix "G" of the CMP (2003 Update) for preliminary construction costs with an application of 1.82 factor to adjust costs to 2023.

[4] Total project fair share contribution consists of the improvements which are not already included in a pre-existing fee program.

[5] Rough order of magnitude cost estimate.

[6] Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the City of Fontana.

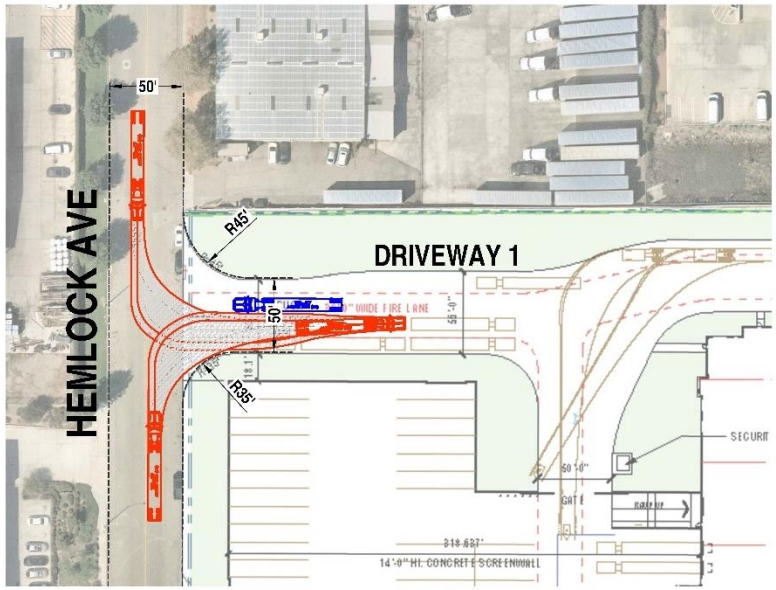
[7] Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections under the jurisdiction of Caltrans.

1.8 TRUCK ACCESS

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at each applicable Project driveway anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see Exhibit 1-5). A WB-67 truck (53-foot trailer) has been utilized for the purposes of this analysis. As shown on Exhibit 1-5, the proposed driveways are anticipated to accommodate the ingress and egress of heavy trucks as currently designed.

EXHIBIT 1-5: TRUCK ACCESS (PAGE 1 OF 2)

INBOUND WB-67 TRUCKS



OUTBOUND WB-67 TRUCKS

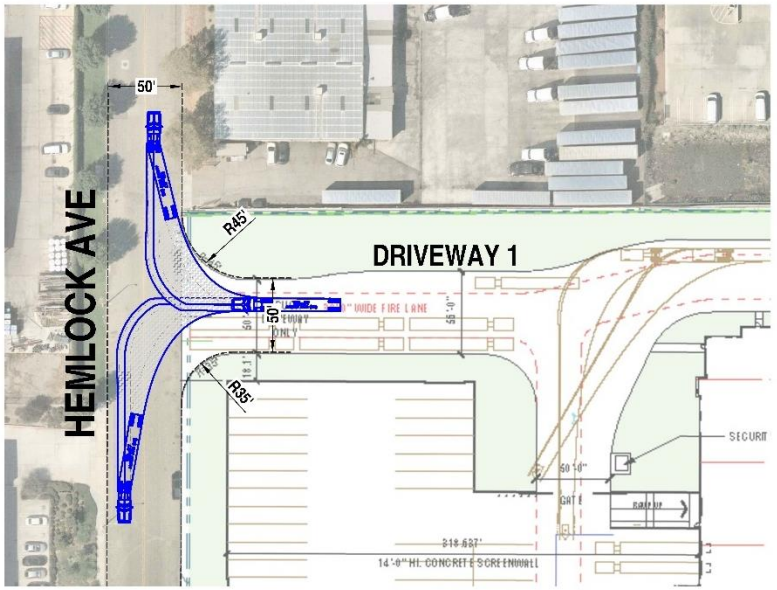
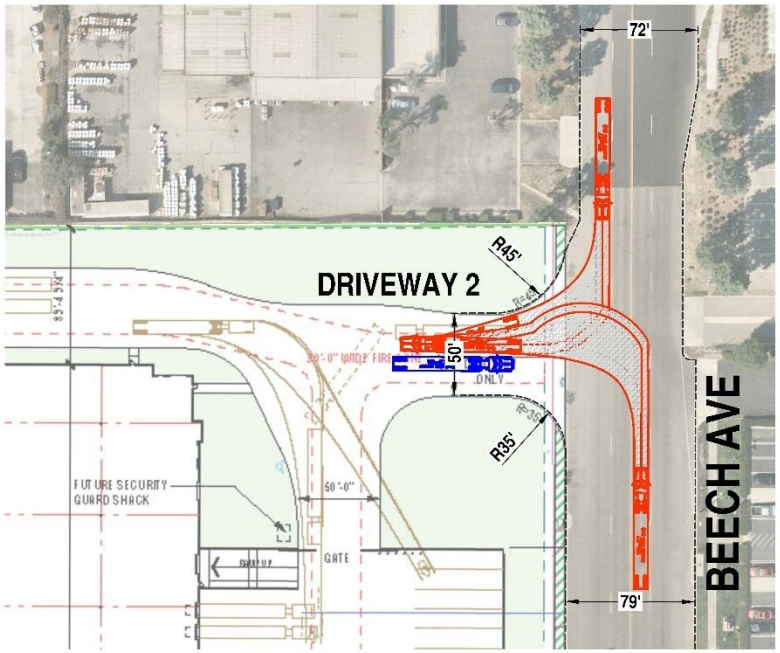
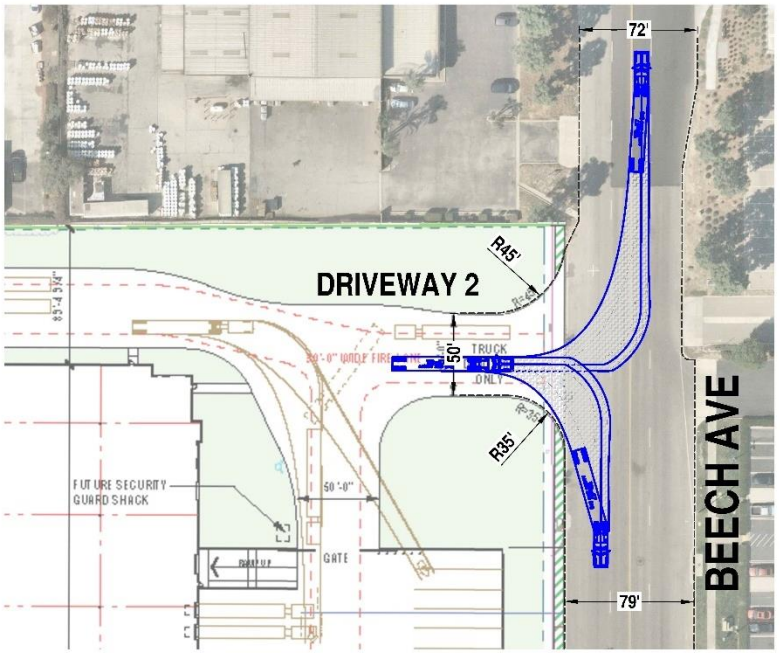


EXHIBIT 1-5: TRUCK ACCESS (PAGE 2 OF 2)

INBOUND WB-67 TRUCKS



OUTBOUND WB-67 TRUCKS



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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are generally consistent with the City of Fontana's traffic study guidelines. (1)

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Fontana requires signalized intersection operations analysis based on the methodology described in the HCM. (4) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

A saturation flow rate of 1900 has been utilized for all study area intersections located within the City of Fontana. The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (4)

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Fontana requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by the California Department of Transportation (Caltrans) and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (5)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (5) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used as posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or below and rural warrants for speeds greater than 40 miles per hour on the major roadway.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
4	Redwood Av. & Slover Av.
6	Hemlock Av. & Slover Av.
7	Hemlock Av. & Santa Ana Av.
8	Hemlock Av. & Driveway 1
9	Hemlock Av. & Driveway 2
10	Beech Av. & Santa Ana Av.
11	Beech Av. & Driveway 3
12	Beech Av. & Driveway 4
13	Elm Av. & Santa Ana Av.
14	Poplar Av. & Santa Ana Av.
15	Catawba Av. & Santa Ana Av.

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *EAP (2024) Conditions* and Section 6 *Opening Year Cumulative (2024) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 OFF-RAMP QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-10 Freeway at the Cherry Avenue interchange. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and "spill back" onto the I-10 Freeway mainline from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies has been obtained from each of the applicable surrounding jurisdictions.

CITY OF FONTANA

The City's General Plan recommends a LOS standard of LOS C. Intersections which are forecast to operate at unsatisfactory conditions (i.e., at LOS worse than LOS C for city intersections) shall be identified as cumulatively deficient intersections. Therefore, any intersection operating at LOS D, E, or F will be considered deficient for the purposes of this analysis. (1)

2.6 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. For the intersections that lie within the City of Fontana, determination of direct project-related deficiencies will be based on a comparison of without and with project levels of service for each analysis year. A project-related deficiency occurs if project traffic increases the average delay at an intersection by more than the thresholds identified in Table 2-4. The thresholds for LOS A, B, and C do not apply to projects consistent with the General Plan.

TABLE 2-4: DEFICIENCY THRESHOLDS

Pre-Project LOS	Deficiency Criteria[1]
LOS A/B	10.0 seconds
LOS C	8.0 seconds
LOS D	5.0 seconds
LOS E	2.0 seconds
LOS F	1.0 seconds

[1] Increase in delay.

Cumulative traffic impacts are deficiencies that are not directly caused by the Project but occur as a result of regional growth combined with that or other nearby cumulative development projects. Cumulative traffic deficiencies utilize the same thresholds as shown in Table 2-4. The Project's contribution to a particular cumulative transportation deficiency is deemed cumulatively considerable if the Project adds traffic to the forecasted deficiency (per Table 2-4). A Project's contribution to a cumulatively considerable deficiency can be reduced if the Project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative deficiency. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative deficiency may occur until the needed improvement is fully funded and constructed.

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the City's Development Impact Fee (DIF) program will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the City Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval). The Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

Project Fair Share % = Project Traffic / (2024 Total Traffic – Existing (2022) Traffic)

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Fontana General Plan Circulation Network, and a review of existing peak hour intersection operations, traffic signal warrant, and off-ramp queuing analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the scoping agreement with City of Fontana staff (Appendix 1.1), the study area includes a total of 16 existing and future intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 GENERAL PLAN CIRCULATION ELEMENTS

Exhibit 3-2 shows the City of Fontana General Plan Circulation Element. The City of Fontana General Plan does not include roadway cross-sections in its General Plan.

Major Highways are four-to-six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane). These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off-of the freeways. The following study area roadway within the City of Fontana is classified as a Major Highway:

- Cherry Avenue, north of Jurupa Avenue

Primary Highways are four-lane divided roadways (typically divided by a raised median or painted two-way turn-lane). These roadways typically connect Major Highways. The following study area roadways within the City of Fontana are classified as a Primary Highway:

- Beech Avenue
- Slover Avenue

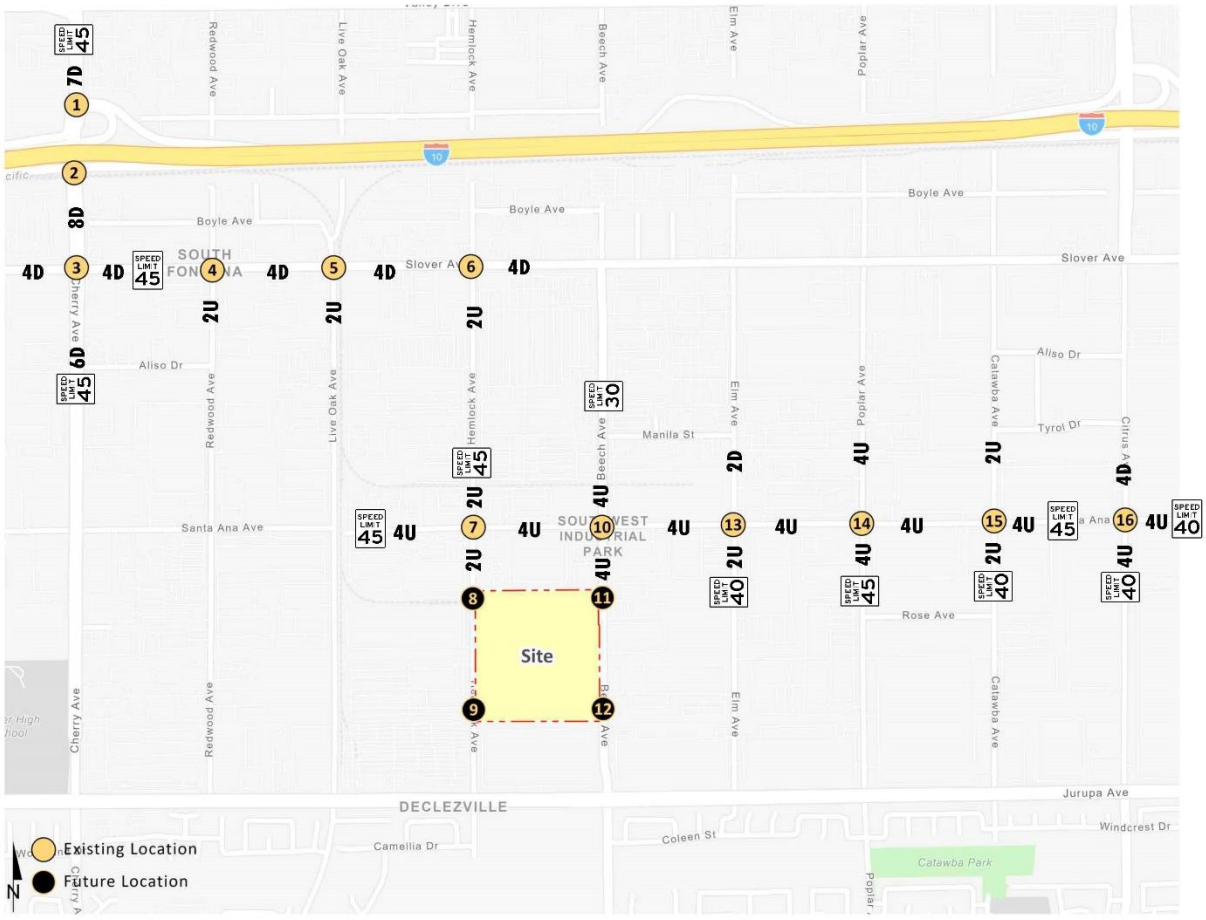
Secondary Highways are four-lane divided roadways. These roadways serve local traffic and are typically used to carry traffic along the perimeters of large developments. The following study area roadways within the City of Fontana are classified as Secondary Highways:

- Santa Ana Avenue
- Citrus Avenue

Collector Streets are two-lane streets, providing one lane in each direction. The following study area roadways within the study area are classified as a Collector Street:

- Redwood Avenue
- Live Oak Avenue
- Hemlock Avenue
- Elm Avenue
- Catawba Avenue

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (PAGE 1 OF 2)



1 Citrus Av. & I-10 WB Ramps	2 Citrus Av. & I-10 EB Ramps	3 Citrus Av. & Slover Av.	4 Redwood Av. & Slover Av.	5 Live Oak Av. & Slover Av.
Free				

4 = Number of Lanes
D = Divided
U = Undivided
SPEED LIMIT 45 = Speed Limit (MPH)
= Traffic Signal
= Stop Sign
= Existing Lane
Free = Free Right Turn

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (PAGE 2 OF 2)

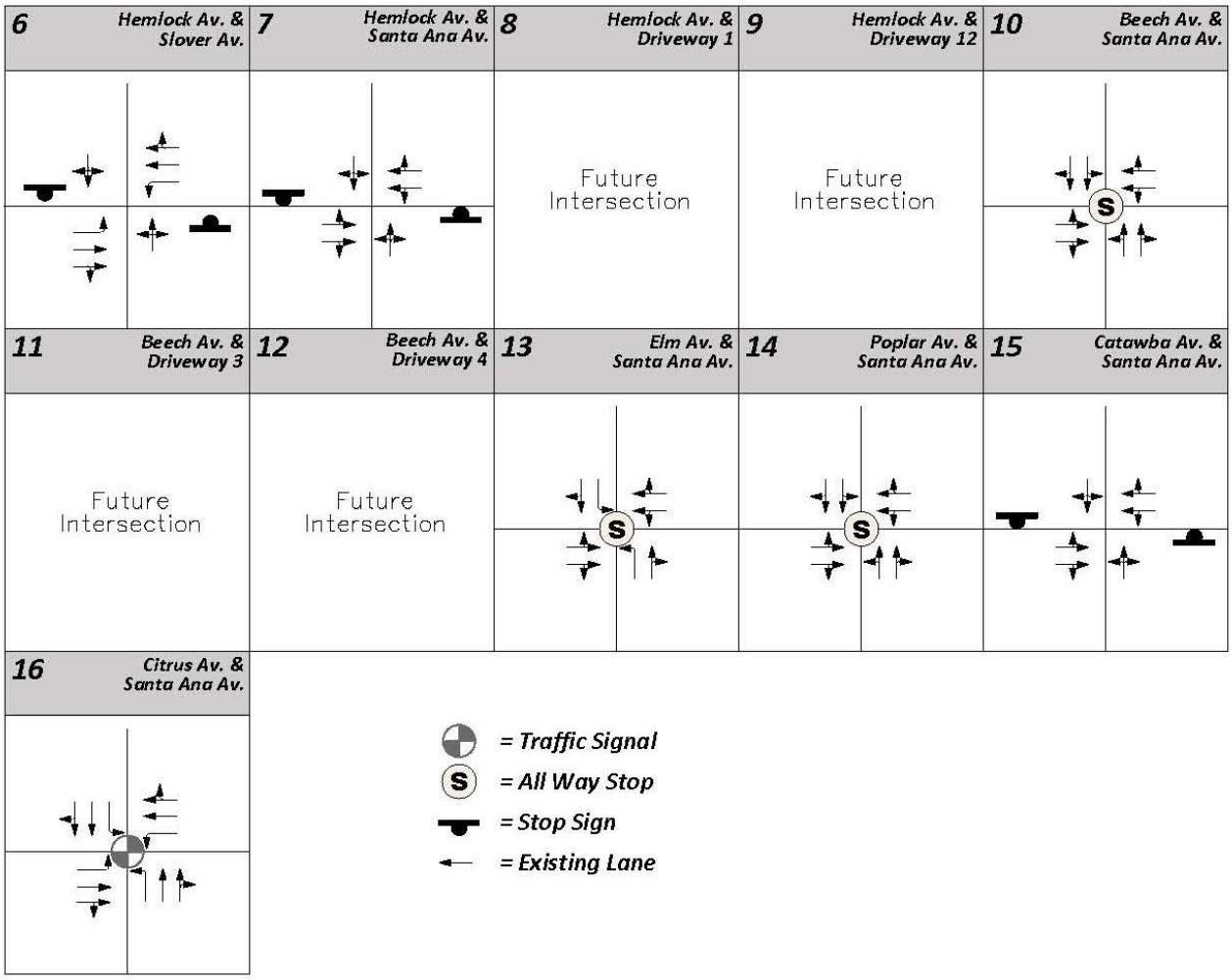
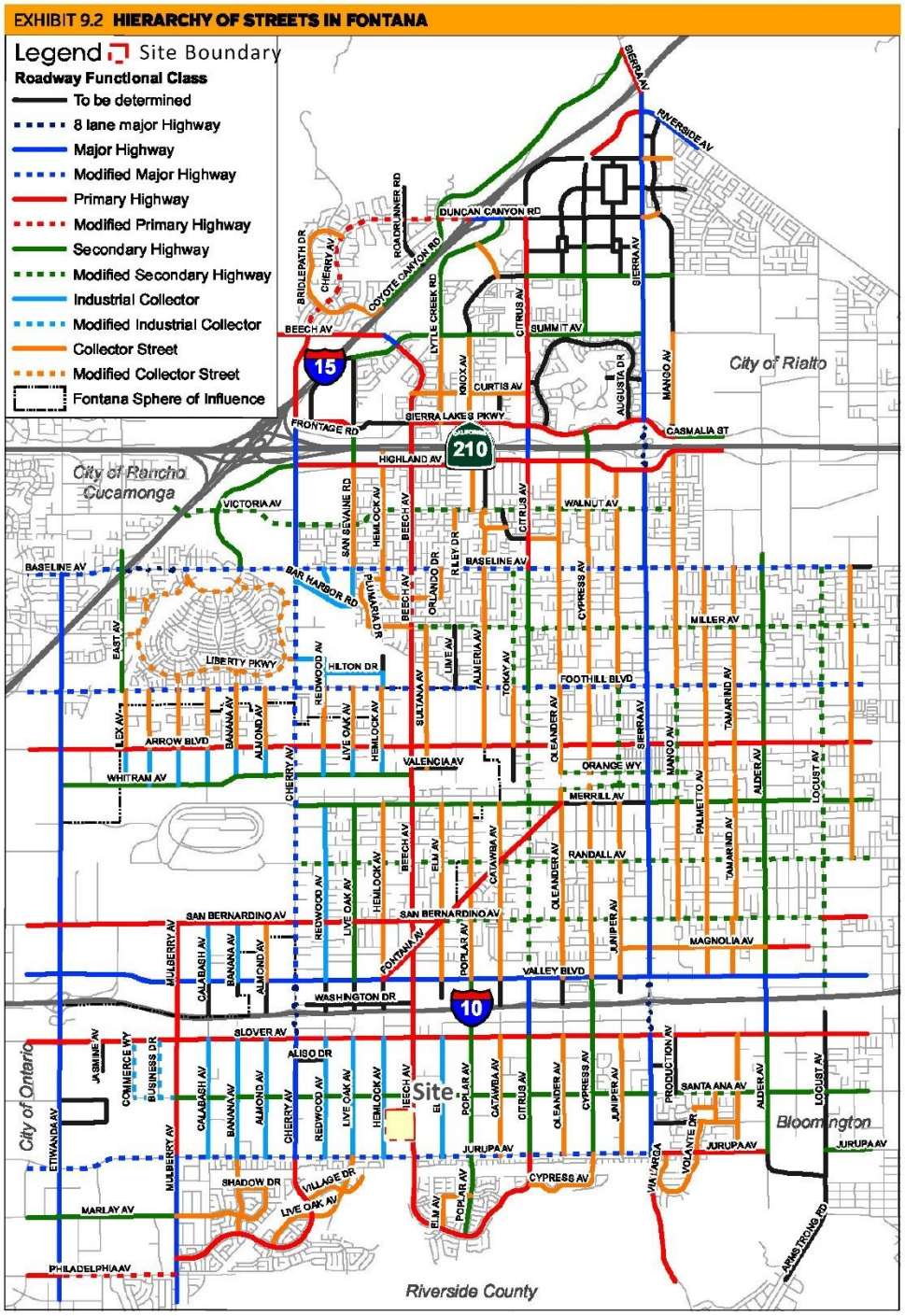


EXHIBIT 3-2: CITY OF FONTANA HIERARCHY OF STREETS



Approved and Adopted by City Council November 13, 2018

City Council Resolution 2018-096
City Council Resolution 2018-097

3.3 BICYCLE & PEDESTRIAN FACILITIES

The City of Fontana bike facilities are shown on Exhibit 3-3. Santa Ana Avenue and Beech Avenue are proposed as Class II bike facilities (striped, on-street bike lanes). Existing pedestrian facilities are shown on Exhibit 3-4. As shown on Exhibit 3-4, there are existing pedestrian facilities along Santa Ana Avenue and Beech Avenue.

3.4 TRANSIT SERVICE

The study area is currently served by Omnitrans Transit Agency with bus services along portions of Jurupa Avenue. Route 82 is the closest route that provides service along Jurupa Avenue, south of the Project, and could potentially serve the Project site. The transit services are illustrated on Exhibit 3-5. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

3.5 EXISTING TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in 2022. The following peak hours were selected for analysis:

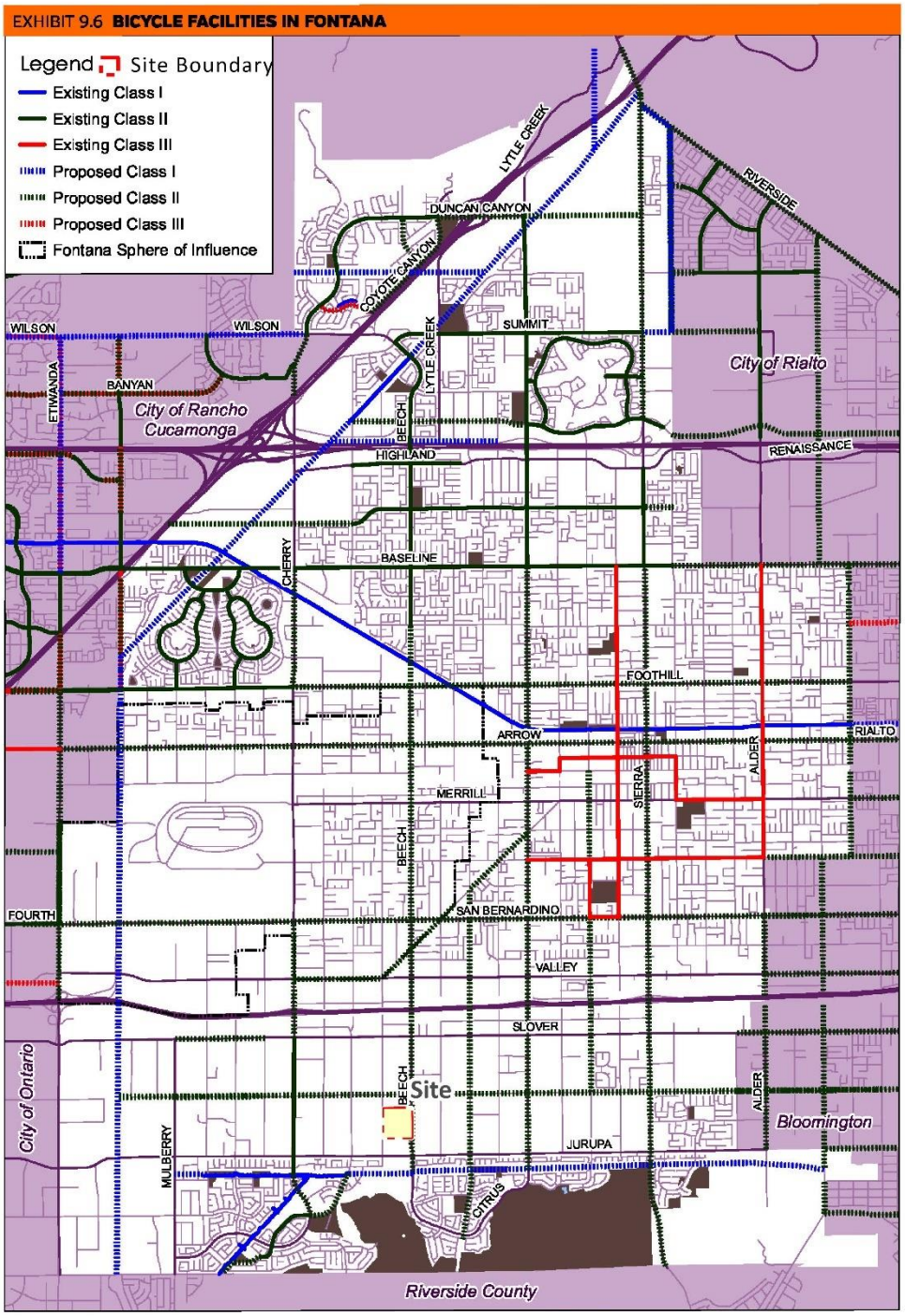
- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The 2022 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. As such, no additional adjustments were made to the traffic counts to establish the baseline condition. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

These raw turning volumes have been flow conserved between intersections with limited access, no access, and where there are currently no uses generating traffic. The traffic counts collected in 2022 include the vehicle classifications as shown below:

- Passenger Cars
- 2-Axle Trucks
- 3-Axle Trucks
- 4 or More Axle Trucks

EXHIBIT 3-3: CITY OF FONTANA BICYCLE FACILITIES



Bicycle Facilities
March, 2017
Data sources: City of Fontana, 2015; SANBAG NMTP, 2014

Fontana Forward

0 2,500 5,000 10,000
Scale 1:75,000 Feet

9.14 Fontana General Plan
Approved and Adopted by City Council November 13, 2018

City Council Resolution 2018-096
City Council Resolution 2018-097

EXHIBIT 3-4: EXISTING PEDESTRIAN FACILITIES

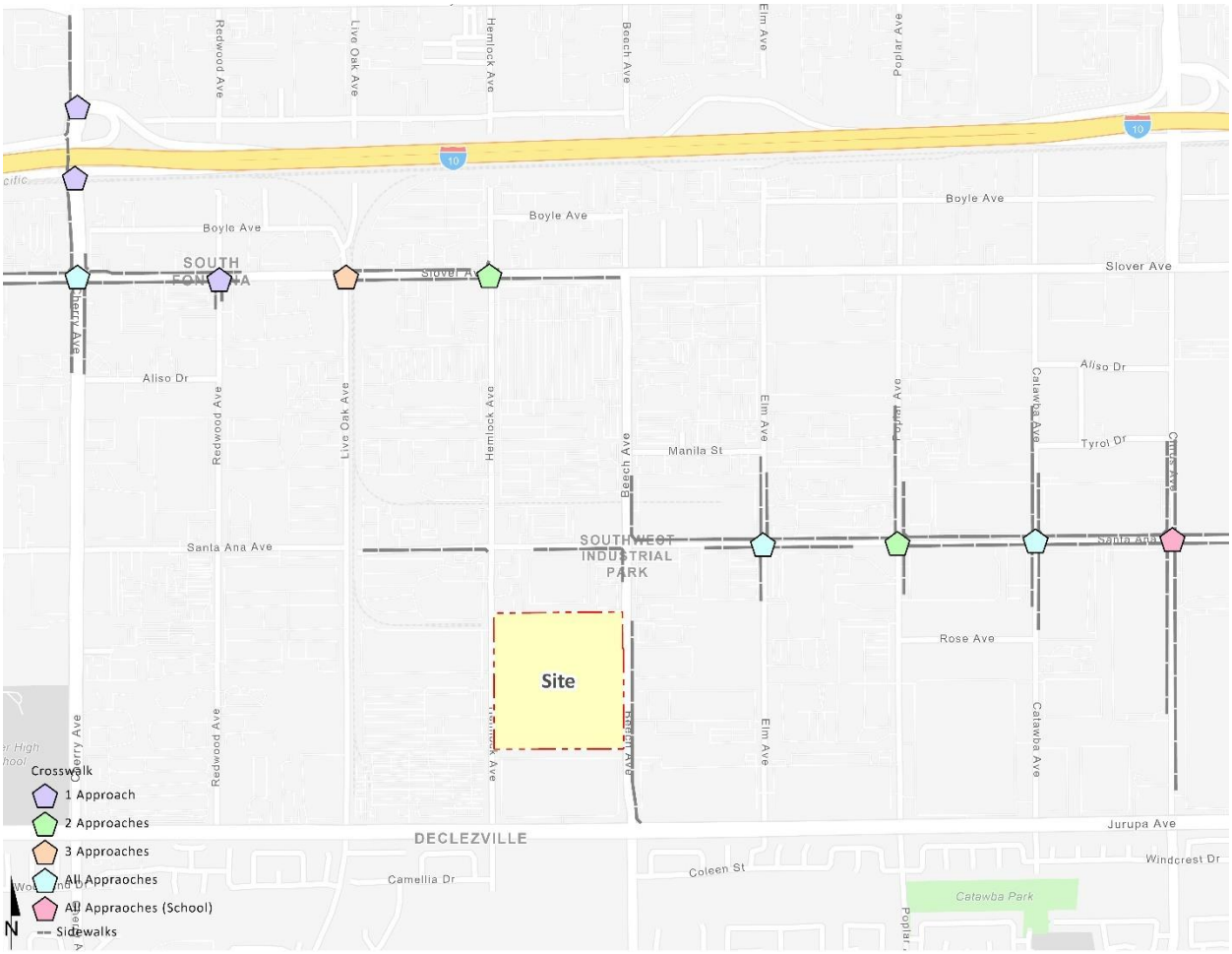


EXHIBIT 3-5: EXISTING TRANSIT ROUTES

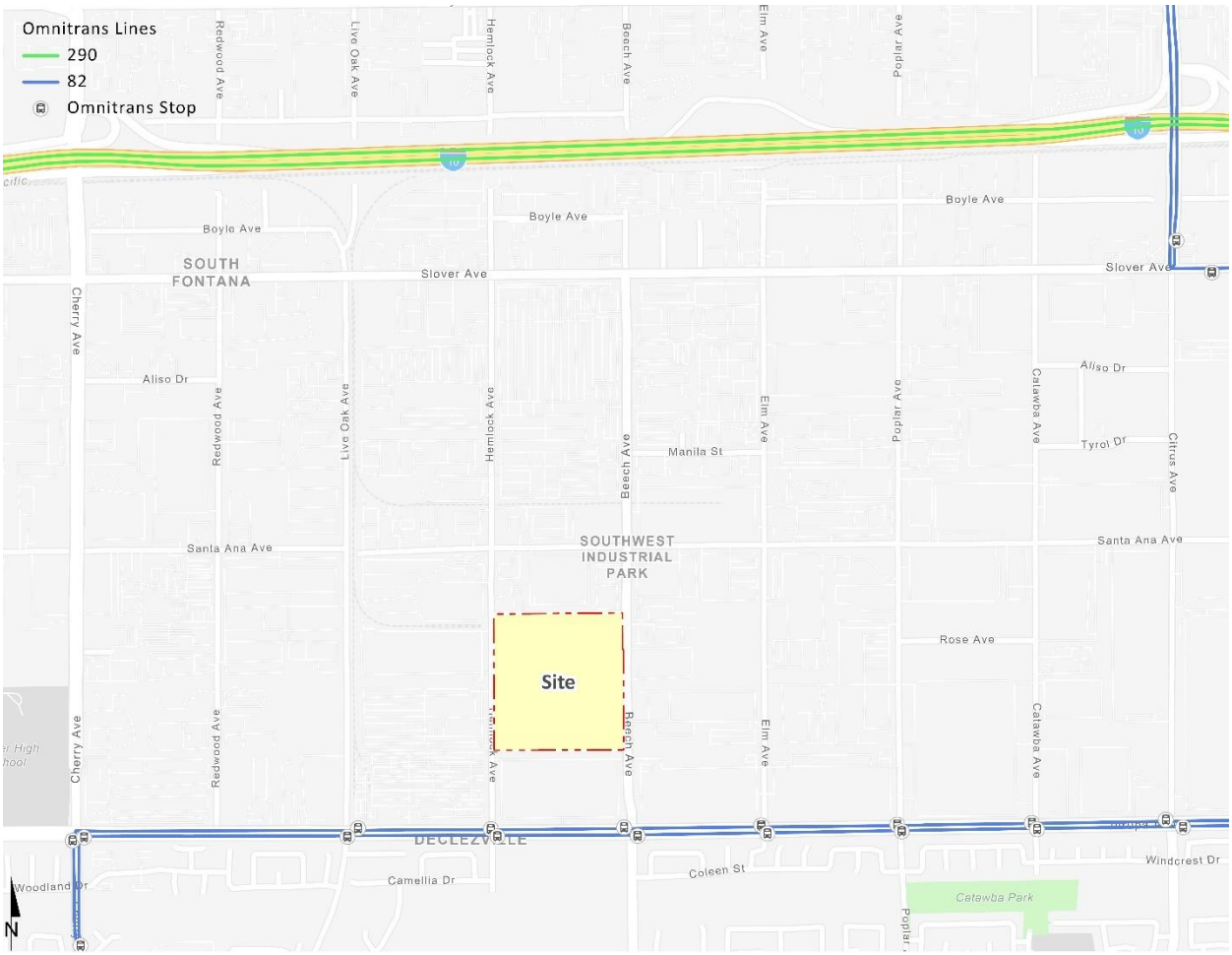
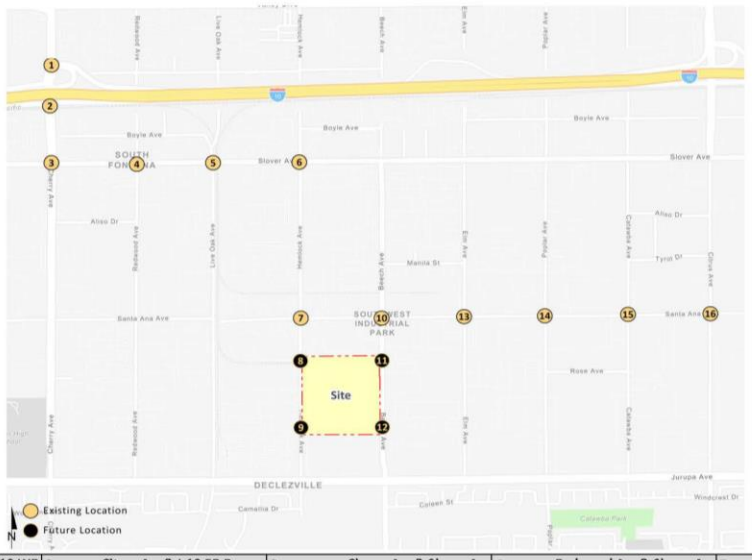
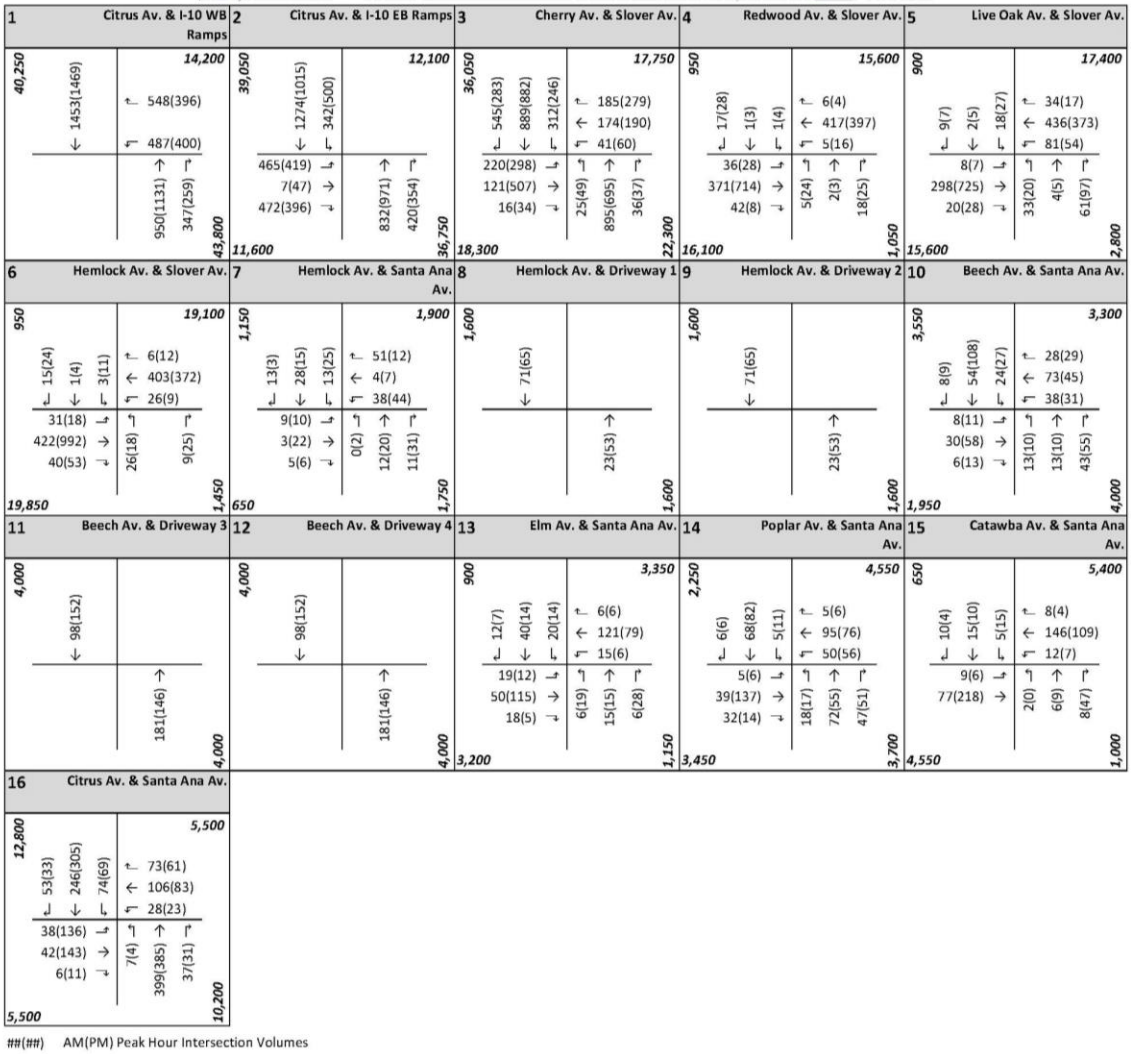


EXHIBIT 3-6: EXISTING (2022) TRAFFIC VOLUMES (ACTUAL VEHICLES)





##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. The traffic counts include the following vehicle classifications: Passenger Cars, 2-Axle Trucks, 3-Axle Trucks, and 4 or More Axle Trucks. To represent the effects large trucks, buses and recreational vehicles have on traffic flow; all trucks were converted into Passenger Car Equivalent (PCE). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 2.0 has been applied to 2-axle trucks, 2.5 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the City's Traffic Study Guidelines.

Existing ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg (see Exhibit 3-6):

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 13.44 = Leg Volume

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 7.440 percent. As such, the above equation utilizing a factor of 13.44 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.440 percent (i.e., 1/0.07440 = 13.44) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes are shown on Exhibit 3-6. Note volumes shown on exhibits are represented in actual vehicles.

3.6 EXISTING (2022) INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1 which indicates that the following study area intersections are currently operating at an unacceptable LOS during the peak hours:

- Cherry Avenue & Slover Avenue (#3) – LOS D AM and PM peak hours
- Redwood Avenue & Slover Avenue (#4) – LOS D PM peak hour only
- Hemlock Avenue & Slover Avenue (#6) – LOS D PM peak hour only

The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2022) CONDITIONS

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Level of Service AM	Level of Service PM
1	Cherry Av. & I-10 WB Ramps	TS	19.0	13.0	B	B
2	Cherry Av. & I-10 EB Ramps	TS	29.5	19.3	C	B
3	Cherry Av. & Slover Av.	TS	**52.1**	**48.5**	**D**	**D**
4	Redwood Av. & Slover Av.	CSS	13.2	**27.3**	B	**D**
5	Live Oak Av. & Slover Av.	TS	10.9	11.3	B	B
6	Hemlock Av. & Slover Av.	CSS	19.5	**28.6**	C	**D**
7	Hemlock Av. & Santa Ana Av.	CSS	10.2	11.1	B	B
8	Hemlock Av. & Driveway 1		Future Intersection			
9	Hemlock Av. & Driveway 2		Future Intersection			
10	Beech Av. & Santa Ana Av.	AWS	9.4	9.4	A	B
11	Beech Av. & Driveway 3		Future Intersection			
12	Beech Av. & Driveway 4		Future Intersection			
13	Elm Av. & Santa Ana Av.	AWS	8.4	8.4	A	A
14	Poplar Av. & Santa Ana Av.	AWS	9.0	9.8	A	A
15	Catawba Av. & Santa Ana Av.	CSS	10.9	12.2	B	B
16	Citrus Av. & Santa Ana Av.	TS	14.8	16.4	B	B

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM

2 TS = Traffic Signal; AWS = All-way Stop; CSS = Cross-street Stop

3.7 EXISTING (2022) TRAFFIC SIGNAL WARRANTS ANALYSIS

There are no unsignalized study area intersections that currently meet a traffic signal warrant under Existing (2022) traffic conditions (see Appendix 3.3).

3.8 EXISTING (2022) OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the Cherry Avenue and I-10 Freeway interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Worksheets for Existing (2022) traffic conditions off-ramp queuing analysis are provided in Appendix 3.4.

TABLE 3-2: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR EXISTING (2022) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)[3]		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM
Cherry Av. & I-10 WB Ramps (#1)	WBL	2,045	184	156	Yes	Yes
	WBR	350	799 [2,3]	442 [3]	Yes	Yes
Cherry Av. & I-10 EB Ramps (#2)	EBL	1,260	478	382	Yes	Yes
	EBT/R	1,260	513 [2]	368	Yes	Yes
	EBR	300	409 [3]	315 [3]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

4 PROJECTED FUTURE TRAFFIC

The proposed Project consists of 661,506 square feet of warehousing use (75% of the total square footage) and 220,502 square feet of high-cube cold storage warehousing use (25% of the total square), for a total of 882,008 square feet. The site is currently occupied by an existing use. As such, a trip credit has been taken for the existing use, based on existing traffic counts conducted at the site driveways.

The Project is anticipated to be developed within a single phase with an Opening Year of 2024. The proposed preliminary site plan for the proposed Project is shown previously on Exhibit 1-2. Access to the Project site will be provided to Hemlock Avenue via two driveways (Driveway 1 and Driveway 2) and Beech Avenue via two driveways (Driveway 3 and Driveway 4). Truck access will be accommodated via Driveways 1 and 3 while passenger car access will be accommodated via Driveways 2 and 4. Regional access to the Project site is available from the I-10 Freeway via Cherry Avenue and Citrus Avenue.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

4.1.1 EXISTING USE

The Project site is currently occupied by Modular Space Corporation (ModSpace) for light industrial uses that include: leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The project site is developed with one building and three modular buildings, which total 11,590 square feet. In addition, the site contains stored modular units, scrap metal and recycling collection bins, parking lots, and storage areas. The project site ground surface is either paved with asphalt or gravel covered with limited areas of ornamental landscaping.

The site is currently occupied and generating traffic. In an effort to understand the existing traffic associated with the current use, weekday traffic counts were collected at the driveways on October 18th and October 19th, 2022 (Tuesday and Wednesday). Although all 4 existing driveways were observed, only the southerly driveway on Hemlock Avenue was utilized (all other driveways were closed and remained closed). A summary of the count data collected is shown in Table 4-1 of Attachment A for the uses on the existing site. Table 4-1 provides a detailed summary of the counts collected each day. See Appendix 4.1 for driveway count data worksheets.

Table 4-2 summarizes the average existing trip generation based on the count data collected over two consecutive weekdays. The existing site currently generates an average of 62 two-way trips per day, with 7 AM peak hour trips and 5 PM peak hour trips, in actual vehicles.

TABLE 4-1: SUMMARY OF EXISTING USE DRIVEWAY COUNT DATA

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
October 18, 2022 - Tuesday							
Passenger Cars:	1	0	1	1	2	3	47
2-axle Trucks:	0	0	0	1	0	1	10
3-axle Trucks:	0	0	0	0	0	0	0
4+-axle Trucks:	1	0	1	0	0	0	4
Total Truck Trips:	1	0	1	1	0	1	14
Day 1 Total Trips[1]	**2**	**0**	**2**	**2**	**2**	**4**	**61**
October 19, 2022 - Wednesday							
Passenger Cars:	4	0	4	1	3	4	50
2-axle Trucks:	1	1	2	0	0	0	10
3-axle Trucks:	0	0	0	0	0	0	0
4+-axle Trucks:	0	1	1	0	0	0	1
Total Truck Trips:	1	2	3	0	0	0	11
Day 2 Total Trips[1]	**5**	**2**	**7**	**1**	**3**	**4**	**61**

[1] Total Trips = Passenger Cars + Total Truck Trips.

[2] Trip generation represents the sum of all driveways, by day.

TABLE 4-2: AVERAGE EXISTING USE TRIP GENERATION SUMMARY

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Actual Vehicles:							
Passenger Cars:	3	0	3	1	3	4	49
2-axle Trucks:	1	1	2	1	0	1	10
3-axle Trucks:	0	0	0	0	0	0	0
4+-axle Trucks:	1	1	2	0	0	0	3
Total Trucks:	2	2	4	1	0	1	13
Total Trips	**5**	**2**	**7**	**2**	**3**	**5**	**62**
Passenger Car Equivalent (PCE):							
Passenger Cars:	3	0	3	1	3	4	49
2-axle Trucks (PCE = 2.0):	2	2	4	2	0	2	20
3-axle Trucks (PCE = 2.5):	0	0	0	0	0	0	0
4+-axle Trucks (PCE = 3.0):	3	3	6	0	0	0	9
Total Trucks (PCE):	5	5	10	2	0	2	29
Total Trips (PCE)	**8**	**5**	**13**	**3**	**3**	**6**	**78**

[1] Total Trips = Passenger Cars + Truck Trips.

4.1.2 PROPOSED PROJECT

The trip generation rates used for this assessment are based upon information collected by the ITE as provided in their Trip Generation Manual (11th Edition, 2021) for the proposed warehousing (ITE Land Use Code 150) and high-cube cold storage warehouse (ITE Land Use Code 157) uses (see Table 4-3). The following summarizes the proposed land use and vehicle mix:

- ***ITE land use code 150 (Warehousing)*** is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ***ITE land use code 157 (High-Cube Cold Storage Warehouse)*** includes warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has also been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

Refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in City's Guidelines.

Trip generations for the proposed Project are show in Table 4-3 for both actual vehicles and PCE. The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project in actual and PCE vehicles are shown in Table 4-4. As shown in Table 4-4, the proposed Project is anticipated to generate a total of 1,598 two-way trips per day with 137 AM peak hour trips and 145 PM peak hour trips (in actual vehicles). In comparison, the proposed Project is anticipated to generate a total of 2,554 PCE two-way trips per day with 170 PCE AM peak hour trips and 189 PCE PM peak hour trips (see Table 4-5). For the purposes of the operations analyses, the PCE trip generation has been utilized.

TABLE 4-3: PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM-88.2%, PM-83.3%, Daily-64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM-1.97%, PM-2.79%, Daily-5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM-2.44%, PM-3.46%, Daily-7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM-7.39%, PM-10.45%, Daily-21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM-72.7%, PM-75.0%, Daily-64.6%)			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (AM-9.5%, PM-8.7%, Daily-12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM-3.0%, PM-2.8%, Daily-3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM-14.8%, PM-13.6%, Daily-19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407
Passenger Car Equivalent (PCE) Trip Generation Rates[6]									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 2.0)			0.004	0.003	0.007	0.006	0.004	0.010	0.200
3-Axle Trucks (PCE = 2.5)			0.005	0.005	0.010	0.008	0.008	0.016	0.311
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (PCE = 2.0)			0.006	0.015	0.021	0.010	0.011	0.021	0.521
3-Axle Trucks (PCE = 2.5)			0.003	0.006	0.008	0.005	0.003	0.008	0.206
4+-Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

TABLE 4-4: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
Warehousing (75%)	661.506	TSF							
Passenger Cars:			79	20	99	23	76	99	734
2-axle Trucks:			1	1	2	2	1	3	66
3-axle Trucks:			1	1	2	2	2	4	82
4+-axle Trucks:			5	4	9	7	6	13	248
Total Truck Trips (Actual Vehicles):			7	6	13	11	9	20	396
Total Trips (Actual Vehicles)[2]			86	26	112	34	85	119	1,130
High-Cube Cold Storage (25%)	220.502	TSF							
Passenger Cars:			17	1	18	4	16	20	302
2-axle Trucks:			1	2	3	1	1	2	58
3-axle Trucks:			0	1	1	0	0	0	18
4+-axle Trucks:			1	2	3	2	2	4	90
Total Truck Trips (Actual Vehicles):			2	5	7	3	3	6	166
Total Trips (Actual Vehicles)[2]			19	6	25	7	19	26	468
Passenger Cars			96	21	117	27	92	119	1,036
Trucks			9	11	20	14	12	26	562
Total Trips (Actual Vehicles)[2]			**105**	**32**	**137**	**41**	**104**	**145**	**1,598**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TABLE 4-5: PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Passenger Car Equivalent (PCE):									
Warehousing (75%)	661.506	TSF							
Passenger Cars:			79	20	99	23	76	99	734
2-axle Trucks:			3	2	5	4	3	7	134
3-axle Trucks:			3	4	7	5	5	10	206
4+-axle Trucks:			14	11	25	20	17	37	746
Total Truck Trips (PCE):			20	17	37	29	25	54	1,086
Total Trips (PCE)[2]			99	37	136	52	101	153	1,820
High-Cube Cold Storage (25%)	220.502	TSF							
Passenger Cars:			17	1	18	4	16	20	302
2-axle Trucks:			1	3	4	2	2	4	116
3-axle Trucks:			1	1	2	1	1	2	46
4+-axle Trucks:			3	7	10	5	5	10	270
Total Truck Trips (PCE):			5	11	16	8	8	16	432
Total Trips (PCE)[2]			22	12	34	12	24	36	734
Passenger Cars			96	21	117	27	92	119	1,036
Trucks			25	28	53	37	33	70	1,518
Total Trips (PCE)[2]			**121**	**49**	**170**	**64**	**125**	**189**	**2,554**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

4.1.3 TRIP GENERATION COMPARISON

The trip generation comparison between the existing and proposed uses are shown in Table 4-6 for actual vehicles and in Table 4-7 for PCE. The resulting net new trips are identified in Table 4-6. As shown, the Project is anticipated to generate 1,536 more two-way trips per day with an increase of 130 AM peak hour trips and 140 PM peak hour trips (in actual vehicles). Per the City Guidelines, the operations analysis is based on the PCE trip generation comparison as the existing and proposed uses are truck-intensive uses.

4.1.4 SWIP TRIP GENERATION COMPARISON

The trip generation from the Southwest Industrial Specific Plan (SWIP) has been compared to the proposed Project trip generation, and the results are provided in Table 4-8. The Project site is located within the Slover Central Manufacturing/Industrial District (SCD) and the trip generation has been obtained from the SWIP Project Traffic Analysis, September 29, 2011, prepared by RBF Consulting. (6) As shown in Table 4-8, the proposed Project site, assuming the land use assumptions from the SCD, is anticipated to generate 2,966 two-way trip-ends per day, with 353 AM peak hour trips and 362 PM peak hour trips (in actual vehicles).

The resulting net new trips are identified in Table 4-9. As shown in Table 4-9, based on a comparison of the proposed Project trip generation and the trip generation for the site based on the SWIP traffic analysis, the proposed Project is anticipated to generate 1,368 fewer two-way trip-ends per day, with 216 fewer AM peak hour trips and 217 fewer PM peak hour trips.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Separate distributions have been developed for passenger cars and trucks. It should be noted, Santa Ana Avenue does not connect over the existing railroad crossing at Live Oak Avenue. As such, and pursuant to discussions with the City of Fontana, traffic utilizes Hemlock Avenue to the north, to travel west on Slover Avenue. Exhibits 4-1 and 4-2 illustrate the passenger car and truck trip distribution patterns through the study area intersections, respectively.

4.3 MODAL SPLIT

The potential for Project trips (non-truck) to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

TABLE 4-6: TRIP GENERATION COMPARISON (ACTUAL VEHICLES)

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Proposed Project							
Passenger Cars:	96	21	117	27	92	119	1,036
Total Truck Trips (Actual Vehicles):	9	11	20	14	12	26	562
Total Trips	105	32	137	41	104	145	1,598
Existing							
Passenger Cars:	3	0	3	1	3	4	49
Total Truck Trips (Actual Vehicles):	2	2	4	1	0	1	13
Total Trips	5	2	7	2	3	5	62
Net Change							
Passenger Cars:	93	21	114	26	89	115	987
Total Truck Trips (Actual Vehicles):	7	9	16	13	12	25	549
Total Trips	**100**	**30**	**130**	**39**	**101**	**140**	**1,536**

TABLE 4-7: TRIP GENERATION COMPARISON (PCE)

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Proposed Project							
Passenger Cars:	96	21	117	27	92	119	1,036
Total Truck Trips (PCE):	25	28	53	37	33	70	1,518
Total Trips	121	49	170	64	125	189	2,554
Existing							
Passenger Cars:	3	0	3	1	3	4	49
Total Truck Trips (PCE):	5	5	10	2	0	2	29
Total Trips	8	5	13	3	3	6	78
Net Change							
Passenger Cars:	93	21	114	26	89	115	987
Total Truck Trips (PCE):	20	23	43	35	33	68	1,489
Total Trips	**113**	**44**	**157**	**61**	**122**	**183**	**2,476**

TABLE 4-8: SWIP TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Slover Central Manufacturing/Industrial District (SCD)									
SCD	3,601.531	TSF							
Total Trip Generation[2]			1,139	296	1,435	453	1,020	1,473	12,106
SCD									
Trip Generation Rate			0.32	0.08	0.40	0.13	0.28	0.41	3.36
Proposed Project Trip Generation:									
SCD	882.008	TSF							
			282	71	353	115	247	362	2,966

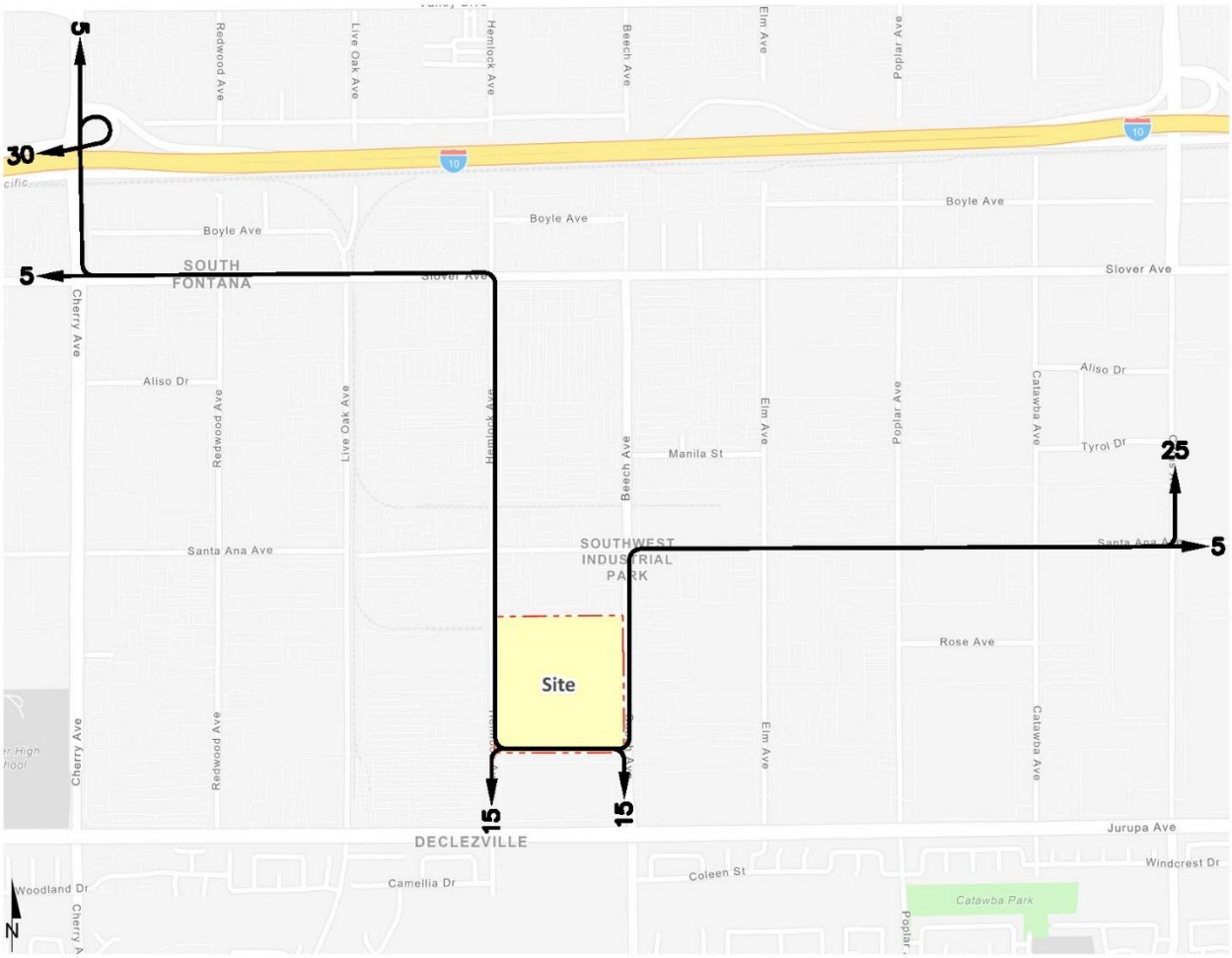
[1] TSF = thousand square feet

[2] Source: SWIP Project Traffic Analysis, RBF Consulting, September 29, 2011.

TABLE 4-9: SWIP TRIP GENERATION COMPARISON

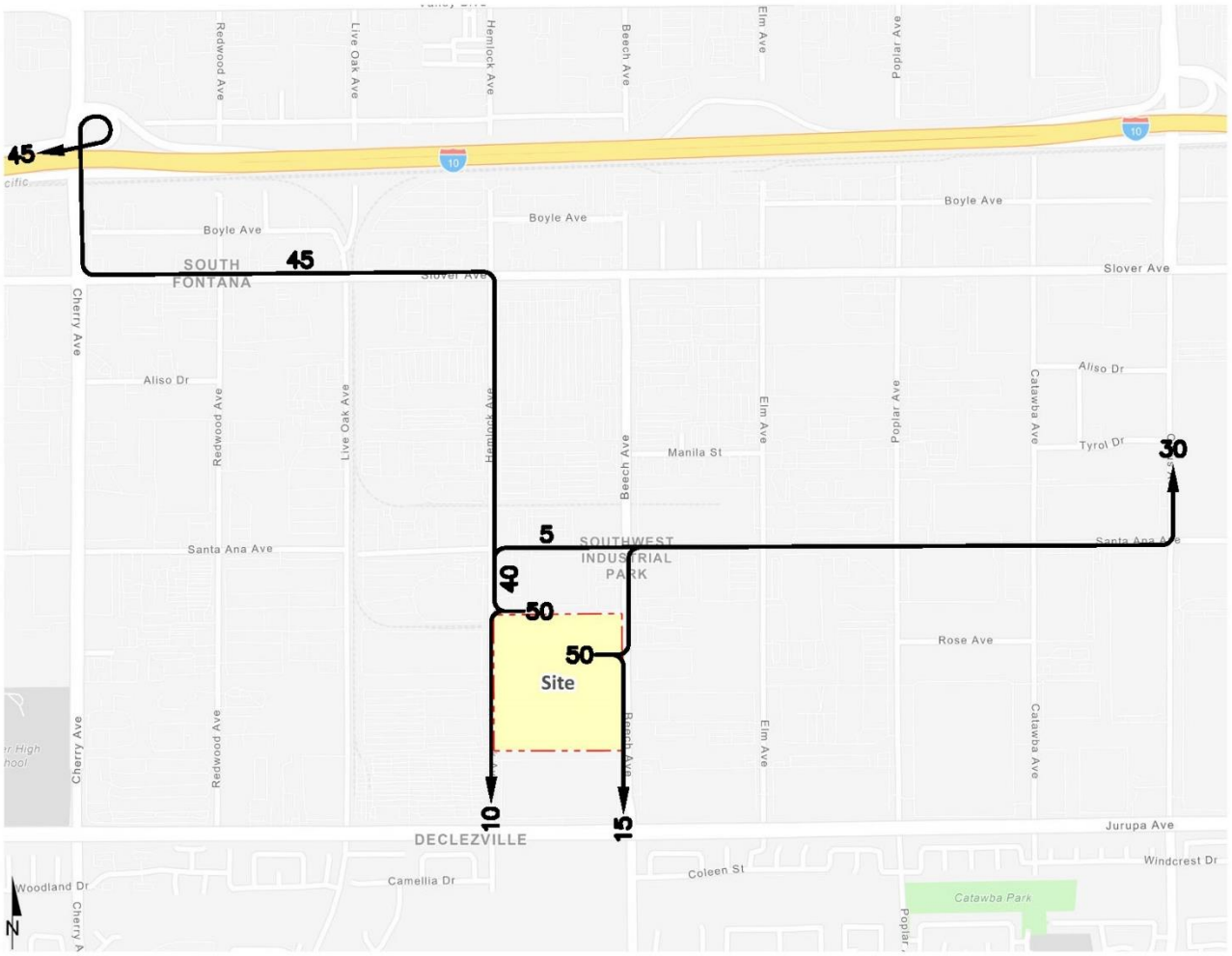
Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Proposed Project	100.750	TSF							
Approved Project (SCD)			282	71	353	115	247	362	2,966
Proposed Project (Actual Vehicles)			105	32	137	41	104	145	1,598
Variance			**-177**	**-39**	**-216**	**-74**	**-143**	**-217**	**-1,368**

EXHIBIT 4-1: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



10 ***= Percent To/From Project***

EXHIBIT 4-2: PROJECT (TRUCKS) TRIP DISTRIBUTION



10 ***= Percent To/From Project***

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and weekday peak hour intersection turning movement volumes are shown on Exhibit 4-3 in actual vehicles. For the purposes of the peak hour intersection operations analyses, the PCE volumes have been utilized for the proposed Project.

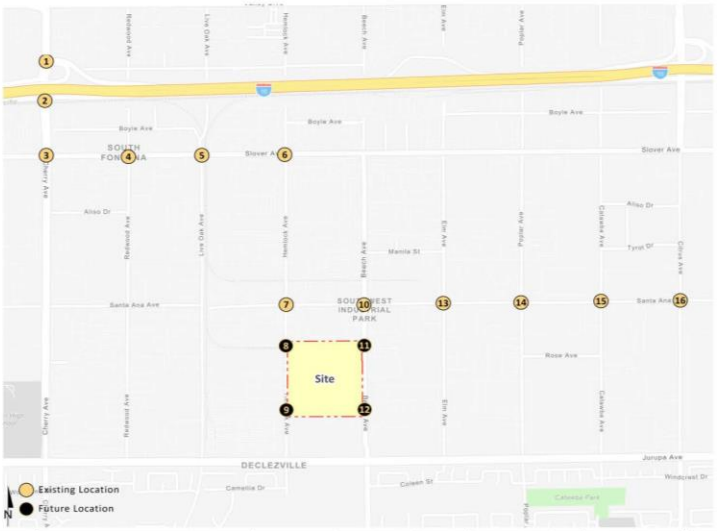
4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2.0 percent per year, compounded annually, for 2024 traffic conditions, consistent with other recent studies performed in the area. The total ambient growth is 4.04 percent for 2024 traffic conditions (compounded growth of 2.0 percent per year over 2 years or $1.02^{2 \text{ years}}$). The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. EAP (2024) and Opening Year Cumulative (2024) traffic volumes are provided in Sections 5 and 6 of this TA. The traffic generated by the proposed Project was then manually added to the base volume to determine Opening Year Cumulative "With Project" forecasts.

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Fontana. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-4 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-10. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-10 are reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. Cumulative ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-5 in actual vehicles.

EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Citrus Av. & I-10 WB Ramps
Nominal
250
5(1) ←
1(4) → 10(32) ↱
300

2 Citrus Av. & I-10 EB Ramps
300
5(1) ←
31(14) ↴
11(37) →
250 600

3 Cherry Av. & Slover Av.
600 650
36(15) ↰
11(37) ←
1(4) ←
5(1) →
Nominal

4 Redwood Av. & Slover Av.
650
12(41) ←
40(16) →
650

5 Live Oak Av. & Slover Av.
650
12(41) ←
40(16) →
650

6 Hemlock Av. & Slover Av.
40(16) ↴
12(41) ↱
650 650

7 Hemlock Av. & Santa Ana Av.
650 Nominal
40(16) ←
0(1) ↰
0(1) ←
12(40) →
600

8 Hemlock Av. & Driveway 1
600 300
37(10) ←
3(5) ↰
4(5) ←
1(1) ↰
8(36) → 1(1) ↱
450

9 Hemlock Av. & Driveway 2
450 550
1(1) ←
37(10) ↰
8(36) ←
3(13) ↰
1(1) → 14(4) ↱
200

10 Beech Av. & Santa Ana Av.
450
30(12) ↰
0(1) ↴
0(1) → 0(1) ↱ 9(30) ↱
Nominal 500

11 Beech Av. & Driveway 3
500
2(5) ↰ 28(8) ←
3(4) ↴
1(2) ↴
1(2) ↱ 6(27) →
250 400

12 Beech Av. & Driveway 4
400
28(8) ↰ 1(2) ←
6(27) ↴
3(13) ↴
14(4) ↱ 1(2) →
450 250

13 Elm Av. & Santa Ana Av.
450
30(12) ←
9(30) →
450 450

14 Poplar Av. & Santa Ana Av.
450
30(12) ←
9(30) →
450 450

15 Catawba Av. & Santa Ana Av.
450
30(12) ←
9(30) →
450

16 Citrus Av. & Santa Ana Av.
450
25(10) ↰
5(1) ←
8(26) ↴
1(4) →
450

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP

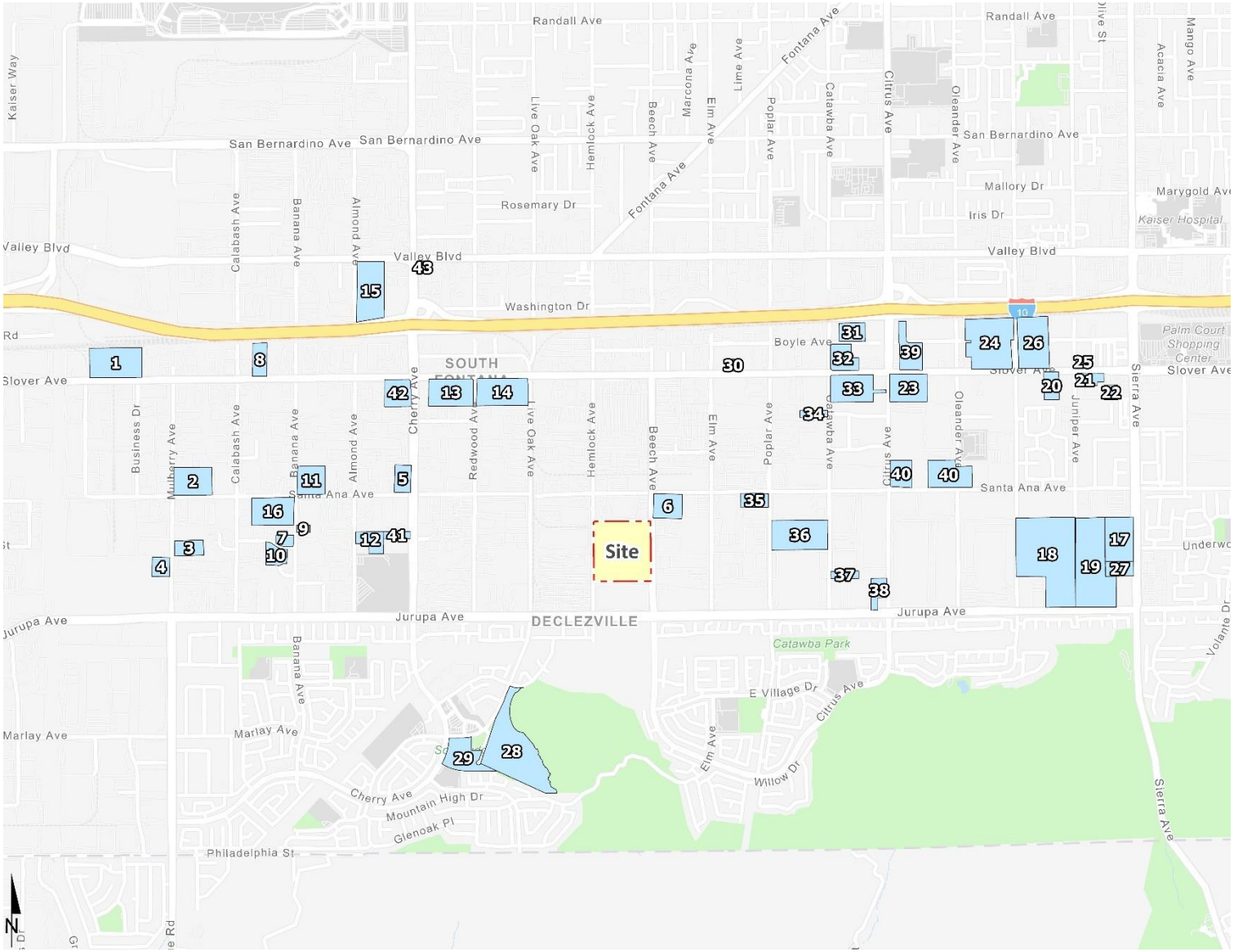
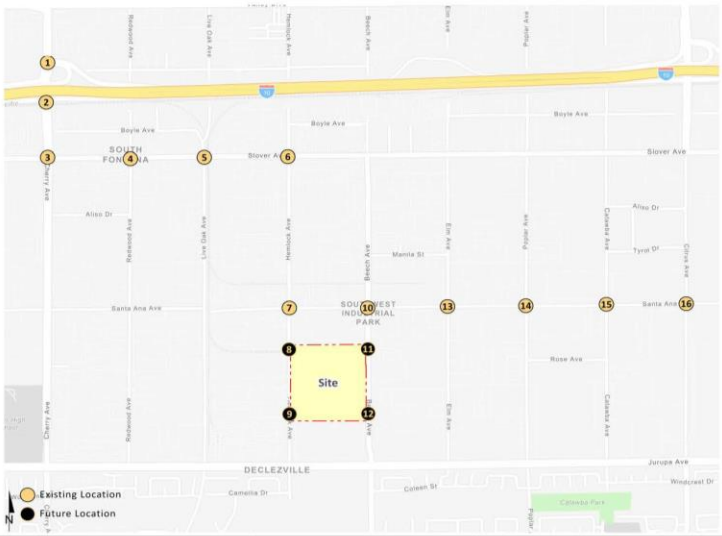


EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES (ACTUAL VEHICLES)



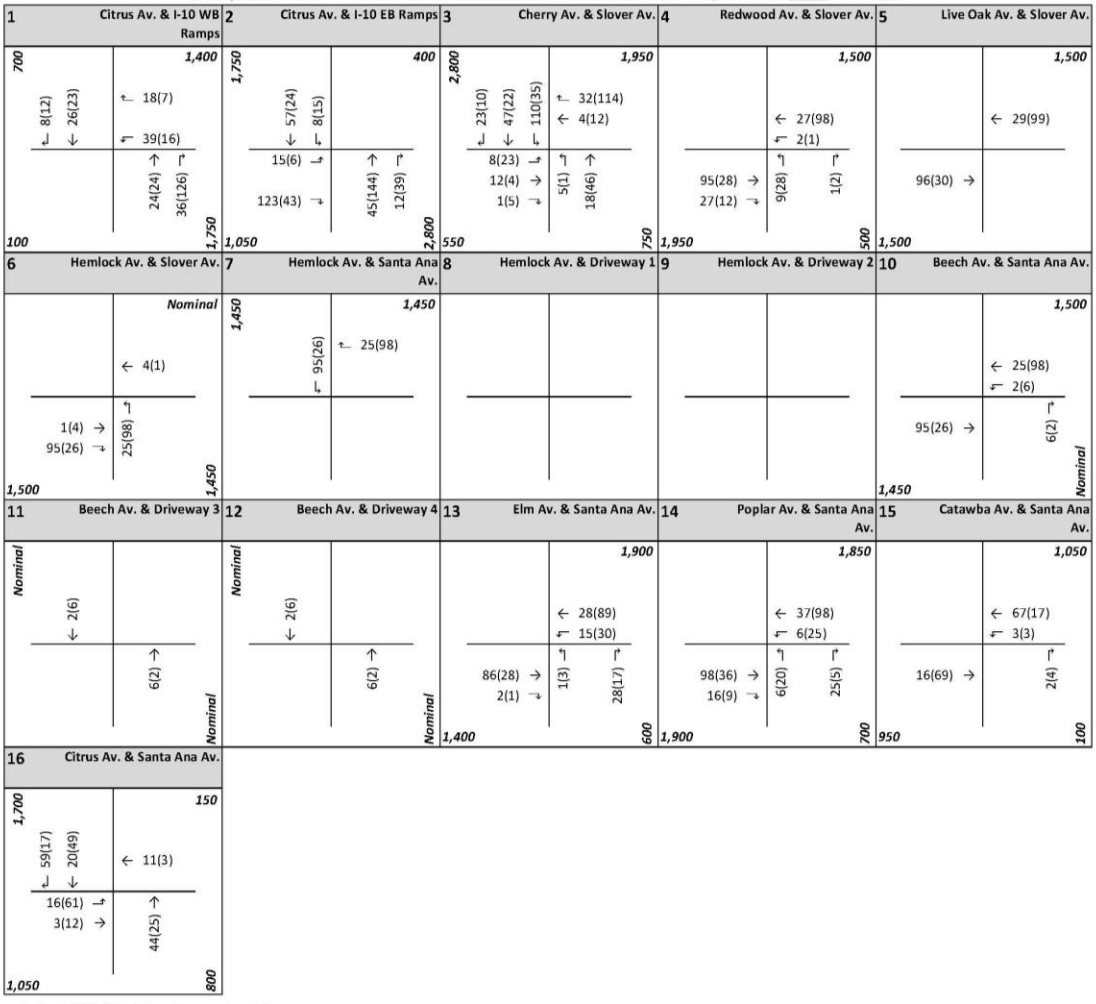


TABLE 4-10: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

#	Project	Land Use	Quantity[1]
1	Fontana Corporate Center	Warehouse	355.370 TSF
2	Fontana Trailer Storage Yard	Truck Trailer Storage Yard	17.4 AC
3	MG Home International Warehouse	Warehouse	15.570 TSF
4	Calabash Industrial Building	Warehouse	64.692 TSF
5	Cherry Av. Warehouse	Warehouse	174.280 TSF
6	Beech & Santa Ana Warehouse	Warehouse	174.000 TSF
7	Banana & Rose	Warehouse	85.730 TSF
8	MCN No. 19-040	Warehouse	106.500 TSF
9	MCN No. 21-074	Warehouse	42.000 TSF
10	TPM No. 20236 (MCN No. 20-040)	Warehouse (2 Buildings)	158.223 TSF
11	MCN No. 19-094	Warehouse	192.000 TSF
12	MCN No. 19-057	Warehouse	146.800 TSF
13	Slover and Redwood Industrial	Truck Trailer Storage Yard	5.1 AC
14	14801 Slover Avenue Warehouse	Warehouse	308.211 TSF
15	MCN No. 21-049	Warehouse	210.400 TSF
16	Banana and Santa Ana Warehouse	Warehouse	299.041 TSF
17	Chaffey College - Fontana	Junior/Community College	854 STU
18	GLC Fontana III	Warehouse	362.416 TSF
		High-Cube Cold Storage Warehouse	90.604 TSF
19	Fontana Foothills	High-Cube Warehouse / Distribution Center	754.408 TSF
20	Slover Industrial Center	High-Cube Warehouse (Cold Storage)	20.421 TSF
		Warehousing	115.719 TSF
21	La Quinta Inn	Hotel	104 Room
22	Townplace Suites	Hotel	116 Room
23	Citrus / Slover Warehouse (SEC of Citrus Av. & Slover Av.)	Warehousing	194.212 TSF
24	Cypress and Slover Warehouse	High-Cube Warehouse (Cold Storage)	156.365 TSF
		High-Cube Fulfillment Center	469.095 TSF
25	Slover Avenue Office/Warehouse	Warehouse	41.000 TSF
26	Sierra Business Center	High-Cube Warehouse Fulfillment Center (Sort)	707.735 TSF
27	Affordable Housing Project	Affordable Homes	130 DU
28	The Heights as Southridge	Single Family Detached Residential	255 DU
29	Southridge Dog Park	Dog Park	0.53 AC
30	Elm Warehouse	Warehousing	88.619 TSF

#	Project	Land Use	Quantity[1]
31	Boyle Industrial	Warehousing	126.655 TSF
32	Clover Industrial	Warehousing	148.028 TSF
33	16025 Slover Avenue Warehouse	High-Cube Fulfillment Center	400.000 TSF
34	Catawba & Aliso Industrial	Warehousing	14.955 TSF
35	James Hardie Development	Research and Development	200.600 TSF
36	Fontana Business Center	High-Cube Fulfillment Center	490.565 TSF
37	First Industrial Catawba Warehouse	Warehousing	18.467 TSF
38	Jurupa and Citrus Warehouse	Warehousing	77.558 TSF
39	CHI Fontana Citrus	Warehousing	174.888 TSF
40	Poplar South Distribution Center	Warehousing	490.565 TSF
41	Fontana Business Center 2	Warehousing	40.800 TSF
42	SWC Slover and Cherry	Warehousing	165.400 TSF
43	Cherry and Valley Retail Center	Coffee Shop with Drive-Thru	2.500 TSF
		Automobile Parts Store	7.381 TSF

[1] TSF = Thousand Square Feet; AC = Acres; DU = Dwelling Units; STU = Students

4.7 NEAR-TERM TRAFFIC CONDITIONS

The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast the near-term Opening Year Cumulative (2024) traffic conditions. An ambient growth factor of 2.0 percent per year, compounded annually, accounts for background (area-wide) traffic increases that occur over time up to the year 2024 from the year 2022. Traffic volumes generated by cumulative development projects are then added to assess the Opening Year Cumulative (2024) traffic conditions. Lastly, Project traffic is added to assess "With Project" traffic conditions. The 2024 roadway network are similar to the existing conditions roadway network with the exception of future roadways and intersections proposed to be developed by the Project. The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- EAP (2024)
    - Existing 2022 volumes
    - Ambient growth traffic (4.04%)
    - Project Traffic
- Opening Year Cumulative (2024) Without Project
    - Existing 2022 volumes
    - Ambient growth traffic (4.04%)
    - Cumulative Development Traffic
- Opening Year Cumulative (2024) With Project
    - Existing 2022 volumes
    - Ambient growth traffic (4.04%)
    - Cumulative Development Traffic
    - Project Traffic

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5 EAP (2024) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAP (2024) conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2024) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP (2024) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 EAP (2024) GROWTH TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic. The weekday ADT volumes and peak hour volumes, in actual vehicles, which can be expected for EAP (2024) traffic conditions are shown on Exhibits 5-1, in actual vehicles.

5.3 INTERSECTION OPERATIONS ANALYSIS

EAP (2024) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 5-1 for EAP (2024) traffic conditions, which indicates that there are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours, in addition to the intersections previously identified under Existing (2022) traffic conditions. The intersection operations analysis worksheets for EAP (2024) traffic conditions are included in Appendix 5.1 of this TA.

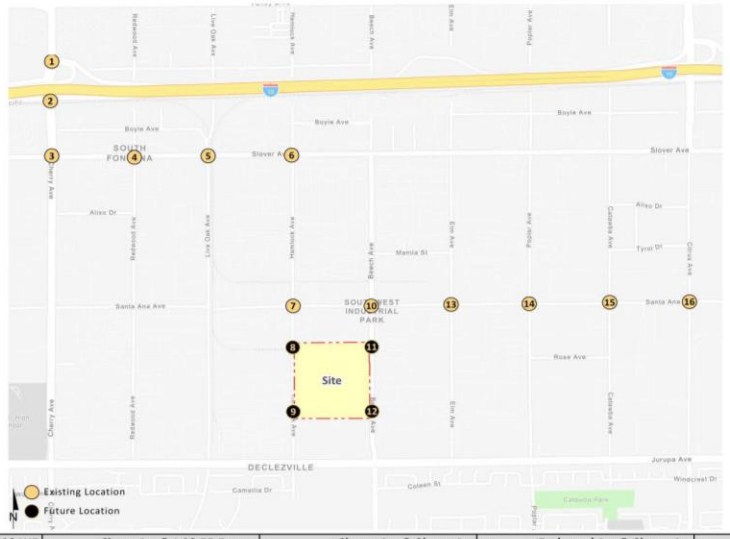
5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAP (2024) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The unsignalized study area intersection of Hemlock Avenue & Slover Avenue (#6) is anticipated to meet a traffic signal warrant under EAP (2024) traffic conditions (see Appendix 5.2).

5.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for EAP (2024) are presented in Table 5-2. As shown in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2022) traffic conditions. Worksheets for EAP (2024) traffic conditions queuing analysis are provided in Appendix 5.3.

EXHIBIT 5-1: EAP (2024) TRAFFIC VOLUMES (ACTUAL VEHICLES)



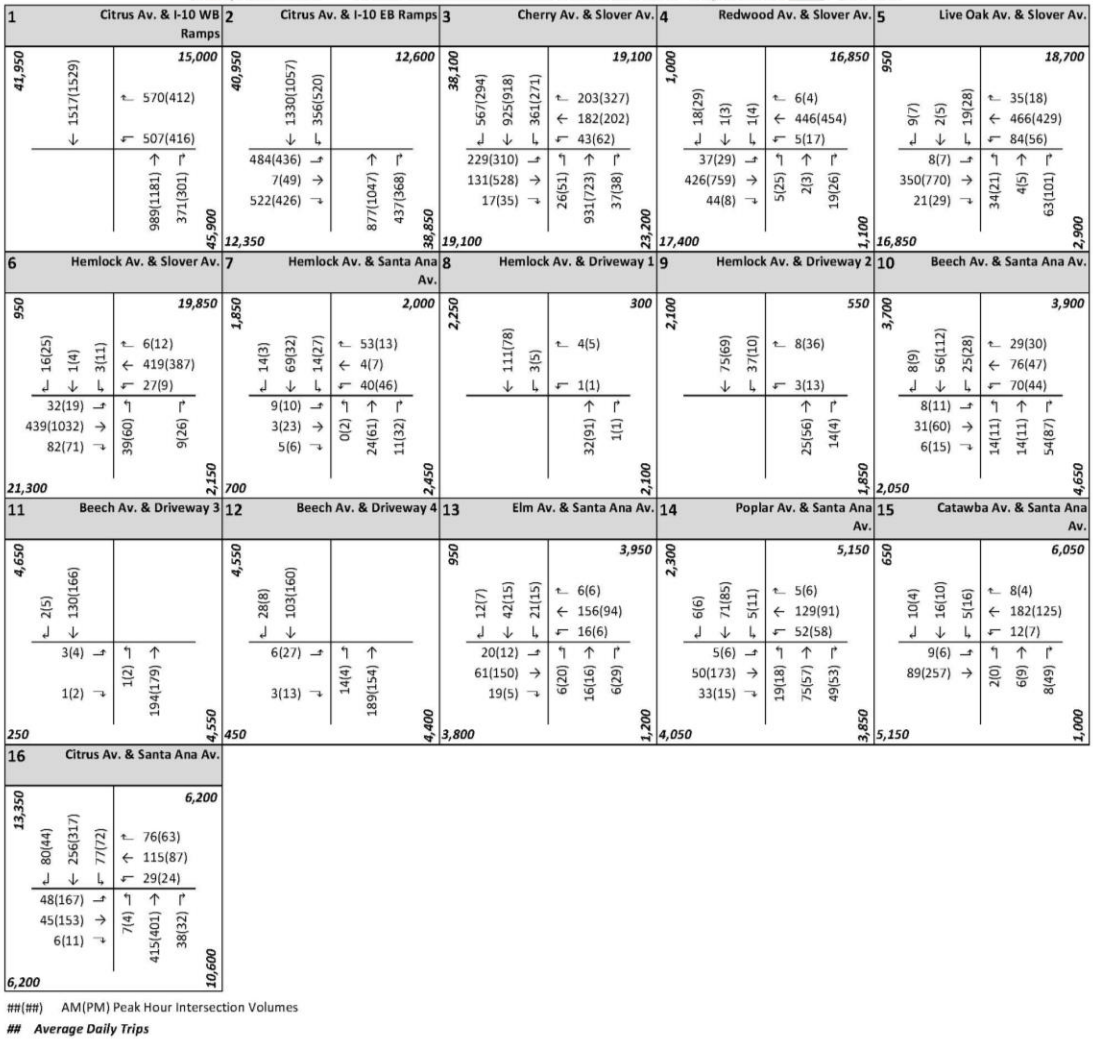


TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2024) CONDITIONS

#	Intersection	Traffic Control[2]	Existing (2022) Delay[1] (secs.) AM	Existing (2022) Delay[1] (secs.) PM	Existing (2022) Level of Service AM	Existing (2022) Level of Service PM	EAP (2024) Delay[1] (secs.) AM	EAP (2024) Delay[1] (secs.) PM	EAP (2024) Level of Service AM	EAP (2024) Level of Service PM
1	Cherry Av. & I-10 WB Ramps	TS	19.0	13.0	B	B	22.0	14.1	C	B
2	Cherry Av. & I-10 EB Ramps	TS	29.5	19.3	C	B	34.7	22.2	C	C
3	Cherry Av. & Slover Av.	TS	**52.1**	**48.5**	**D**	**D**	**54.4**	**52.3**	**D**	**D**
4	Redwood Av. & Slover Av.	CSS	13.2	**27.3**	B	**D**	14.0	**31.4**	B	**D**
5	Live Oak Av. & Slover Av.	TS	10.9	11.3	B	B	11.2	11.4	B	B
6	Hemlock Av. & Slover Av.	CSS	19.5	**28.6**	C	**D**	23.4	**77.3**	C	**F**
7	Hemlock Av. & Santa Ana Av.	CSS	10.2	11.1	B	B	10.9	12.0	B	B
8	Hemlock Av. & Driveway 1	**CSS**	Future Intersection				8.8	9.1	A	A
9	Hemlock Av. & Driveway 2	**CSS**	Future Intersection				8.9	9.1	A	A
10	Beech Av. & Santa Ana Av.	AWS	9.4	9.4	A	B	10.0	9.9	A	A
11	Beech Av. & Driveway 3	**CSS**	Future Intersection				10.2	10.4	B	B
12	Beech Av. & Driveway 4	**CSS**	Future Intersection				10.1	10.5	B	B
13	Elm Av. & Santa Ana Av.	AWS	8.4	8.4	A	A	8.6	8.8	A	A
14	Poplar Av. & Santa Ana Av.	AWS	9.0	9.8	A	A	9.3	10.3	A	B
15	Catawba Av. & Santa Ana Av.	CSS	10.9	12.2	B	B	11.3	13.1	B	B
16	Citrus Av. & Santa Ana Av.	TS	14.8	16.4	B	B	15.2	17.3	B	B

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a

2 TS = Traffic Signal; AWS = All-way Stop; CSS = Cross-street Stop; **CSS** = Improvement

TABLE 5-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EAP (2024) CONDITIONS

			Existing (2022)				EAP (2024)			
			95th Percentile Queue (Feet)		Acceptable? [1]		95th Percentile Queue (Feet)		Acceptable? [1]	
Intersection	Movement	Available Stacking Distance (Feet)	AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
Cherry Av. & I-10 WB Ramps (#1)	WBL	2,045	184	156	Yes	Yes	192	162	Yes	Yes
	WBR	350	799 [2,3]	442 [3]	Yes	Yes	852 [2,3]	470 [2,3]	Yes	Yes
Cherry Av. & I-10 EB Ramps (#2)	EBL	1,260	478	382	Yes	Yes	555 [2]	412	Yes	Yes
	EBT/R	1,260	513 [2]	368	Yes	Yes	590 [2]	390	Yes	Yes
	EBR	300	409 [3]	315 [3]	Yes	Yes	472 [3]	344 [3]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

5.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under EAP (2024) traffic conditions.

5.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under EAP (2024) traffic conditions, based on the City's deficiency thresholds as discussed in Section 2.6 *Deficiency Criteria*, in an effort to achieve pre-project LOS. The effectiveness of the recommended improvement strategies to address EAP (2024) traffic deficiencies are presented in Table 5-3. Worksheets for EAP (2024) conditions, with improvements, HCM calculation worksheets are provided in Appendix 5.4.

5.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for EAP (2024) traffic conditions. As such, no improvements have been identified.

TABLE 5-3: INTERSECTION ANALYSIS FOR EAP (2024) CONDITIONS WITH IMPROVEMENTS

	Traffic	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
	Control [3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
3 Cherry Av. & Slover Av.																	
Without Improvements:	TS	1	3	0	2	3	1>	2	2	0	2	2	1>	**54.4**	**52.3**	**D**	**D**
With Improvements[4]:	TS	1	3	0	2	3	1>	2	2	0	2	2	1>	49.6	45.8	D	D
4 Redwood Av. & Slover Av.																	
Without Improvements:	CSS	0	1	0	0	1	0	1	2	0	1	2	0	14.0	**31.4**	B	**D**
With Improvements:	**TS**	0	1	0	0	1	0	1	2	0	1	2	0	5.6	5.6	A	A
6 Hemlock Av. & Slover Av.																	
Without Improvements:	CSS	0	1	0	0	1	0	1	2	0	1	2	0	23.4	**77.3**	C	**F**
With Improvements:	**TS**	0	1	0	0	1	0	1	2	0	1	2	0	5.8	6.2	A	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement; > = Right-Turn Overlap Phasing

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal

[4] Modify the traffic signal to implement lead-lag phasing for the NB/SB left turns, with the SB left turn running as lag.

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6 OPENING YEAR CUMULATIVE (2024) TRAFFIC CONDITIONS

This section discusses the methods used to develop Opening Year Cumulative (2024) Without and With Project traffic forecasts, and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2024) traffic conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

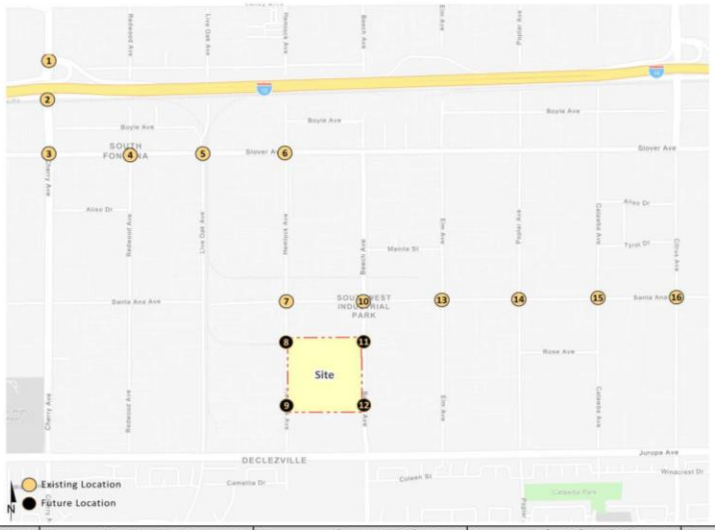
6.2 OPENING YEAR CUMULATIVE (2024) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04% plus traffic from pending and approved but not yet constructed known development projects in the area. The ADT and peak hour intersection turning movement volumes, in actual vehicles, which can be expected for Opening Year Cumulative (2024) Without Project conditions are shown on Exhibit 6-1.

6.3 OPENING YEAR CUMULATIVE (2024) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes, an ambient growth factor of 4.04%, traffic from pending and approved but not yet constructed known development projects in the area and the addition of Project traffic. The ADT and peak hour intersection turning movement volumes, in actual vehicles, which can be expected for Opening Year Cumulative (2024) With Project traffic conditions are shown on Exhibit 6-2.

EXHIBIT 6-1: OPENING YEAR CUMULATIVE (2024) WITHOUT PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)



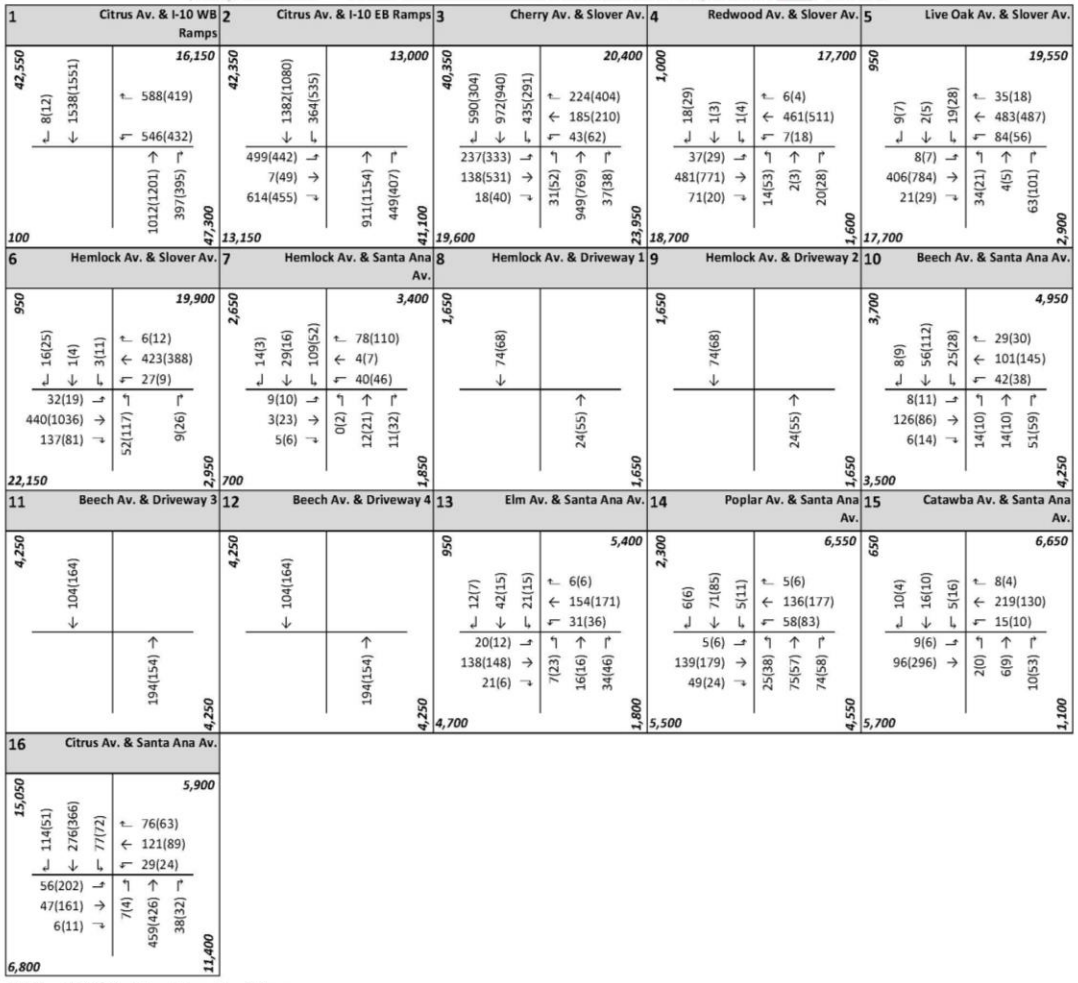
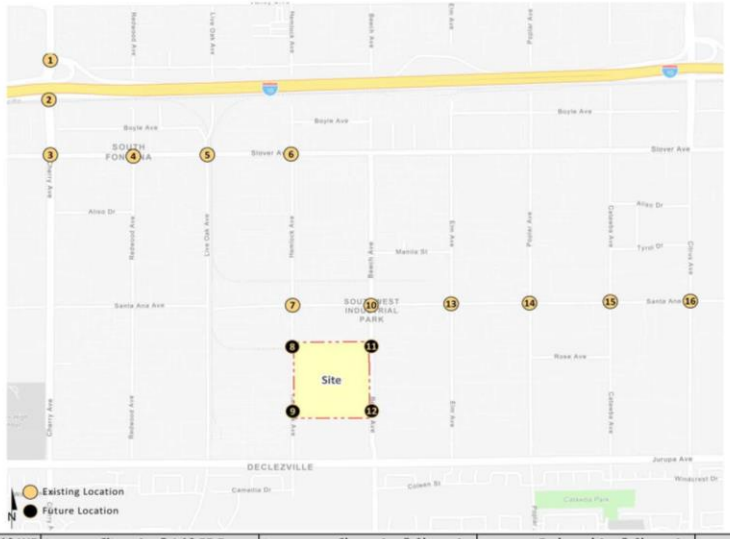


EXHIBIT 6-2: OPENING YEAR CUMULATIVE (2024) WITH PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Citrus Av. & I-10 WB Ramps	2 Citrus Av. & I-10 EB Ramps	3 Cherry Av. & Slover Av.	4 Redwood Av. & Slover Av.	5 Live Oak Av. & Slover Av.
42,600 / 16,400	42,700 / 13,000	40,950 / 21,050	1,000 / 18,350	950 / 20,200
← 8(12) → 1543(1552) ↓	← 1387(1081) → 364(535) ↓	← 590(304) → 972(940) → 471(306) ↓	← 18(29) → 1(3) → 1(4) ↓	← 9(7) → 2(5) → 19(28) ↓
← 588(419)	← 499(442)	← 235(441)	← 6(4)	← 35(18)
← 546(432)	← 7(49)	← 186(214)	← 473(552)	← 495(528)
1013(1205) → 407(427) ↓	645(469) → 922(1191) → 449(407) ↓	237(333) → 143(532) → 18(40) ↓ 31(52) → 949(769) → 37(38) ↓	37(29) → 521(787) → 71(20) ↓ 14(53) → 2(3) → 20(28) ↓	8(7) → 446(800) → 21(29) ↓ 34(21) → 4(5) → 63(101) ↓
100 / 47,650	13,400 / 41,650	19,650 / 23,950	19,350 / 1,600	18,350 / 2,900

6 Hemlock Av. & Slover Av.	7 Hemlock Av. & Santa Ana Av.	8 Hemlock Av. & Driveway 1	9 Hemlock Av. & Driveway 2	10 Beech Av. & Santa Ana Av.
950 / 19,900	3,300 / 3,450	2,250 / 300	2,100 / 550	3,700 / 5,400
← 16(25) → 1(4) → 3(11) ↓	← 14(3) → 69(32) → 109(53) ↓	← 111(78) → 3(5) ↓	← 75(69) → 37(10) ↓	← 8(9) → 56(112) → 25(28) ↓
← 6(12)	← 78(111)	← 4(5)	← 8(36)	← 29(30)
← 423(388)	← 4(7)			← 101(145)
← 27(9)	← 40(46)	← 1(1)	← 3(13)	← 72(50)
32(19) → 440(1036) → 177(97) ↓ 64(158) → 9(26)	9(10) → 3(23) → 5(6) ↓ 0(2) → 24(61) → 11(32)	32(91) → 1(1)	25(56) → 14(4)	8(11) → 126(86) → 6(15) ↓ 14(11) → 14(11) → 60(89)
22,800 / 3,600	700 / 2,450	2,100	1,850	3,500 / 4,700

11 Beech Av. & Driveway 3	12 Beech Av. & Driveway 4	13 Elm Av. & Santa Ana Av.	14 Poplar Av. & Santa Ana Av.	15 Catawba Av. & Santa Ana Av.
4,700	4,600 / 4,450	950 / 5,850	2,300 / 7,050	650 / 7,150
← 2(5) → 132(172) ↓	← 28(8) → 105(166) ↓	← 12(7) → 42(15) → 21(15) ↓	← 6(6) → 71(85) → 5(11) ↓	← 10(4) → 16(10) → 5(16) ↓
← 3(4)	← 6(27)	← 6(6)	← 5(6)	← 9(6)
← 1(2)	← 3(13)	← 184(183)	← 166(189)	← 249(142)
← 1(2)	14(4) → 195(156) →	← 31(36)	← 58(83)	← 15(10)
200(181)		20(12) → 147(178) → 21(6) ↓ 7(23) → 16(16) → 34(46)	5(6) → 148(209) → 49(24) ↓ 25(38) → 75(57) → 74(58)	105(326) → 2(0) → 6(9) → 10(53)
250 / 4,600	450 / 4,450	5,200 / 1,800	5,950 / 4,550	6,150 / 1,100

16 Citrus Av. & Santa Ana Av.
15,050 / 6,350
← 139(61) → 276(366) ↓ 77(72)
← 76(63)
← 126(90)
← 29(24)
64(228) → 48(165) → 6(11) ↓ 7(4) → 459(426) → 38(32)
7,250 / 11,400

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

6.4 INTERSECTION OPERATIONS ANALYSIS

Opening Year Cumulative (2024) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection analysis results are summarized in Table 6-1, which indicates that the following study area intersections are anticipated to continue to operate at an unacceptable LOS during the peak hours under Opening Year Cumulative (2024) Without Project traffic conditions:

- Cherry Avenue & I-10 EB Ramps (#2) – LOS D AM peak hour only
- Cherry Avenue & Slover Avenue (#3) – LOS E AM and PM peak hours
- Redwood Avenue & Slover Avenue (#4) – LOS F PM peak hour only
- Hemlock Avenue & Slover Avenue (#6) – LOS D AM peak hour; LOS F PM peak hour

The intersection operations analysis worksheets for Opening Year Cumulative (2024) Without Project traffic conditions are included in Appendix 6.1.

As shown in Table 6-1, there are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic under Opening Year Cumulative (2024) With Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2024) With Project traffic conditions are included in Appendix 6.2.

6.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants have been performed (based on CA MUTCD) for Opening Year Cumulative (2024) traffic conditions based on peak hour intersection turning movements volumes. The unsignalized study area intersection of Redwood Avenue & Slover Avenue (#4) is anticipated to meet a traffic signal warrant under Opening Year Cumulative (2024) Without Project traffic conditions, in addition to the intersection previously identified under EAP (2024) traffic conditions. Traffic signal warrant analysis worksheets for Opening Year Cumulative (2024) Without Project and With Project traffic conditions are provided in Appendices 6.3 and 6.4, respectively.

6.6 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2024) are presented in Table 6-3. As shown in Table 6-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2024) Without Project and With Project traffic conditions. Worksheets for Opening Year Cumulative (2024) Without Project and With Project traffic conditions off-ramp queuing analyses are provided Appendices 6.5 and 6.6, respectively.

TABLE 6-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2024) CONDITIONS

#	Intersection	Traffic Control[2]	2024 Without Project Delay[1] (secs.) AM	2024 Without Project Delay[1] (secs.) PM	2024 Without Project Level of Service AM	2024 Without Project Level of Service PM	2024 With Project Delay[1] (secs.) AM	2024 With Project Delay[1] (secs.) PM	2024 With Project Level of Service AM	2024 With Project Level of Service PM	Project-Related Increase in Delay AM	Project-Related Increase in Delay PM
1	Cherry Av. & I-10 WB Ramps	TS	23.7	14.6	C	B	23.8	14.6	C	B	0.1	0.0
2	Cherry Av. & I-10 EB Ramps	TS	**42.4**	27.1	**D**	C	**44.2**	28.4	**D**	C	1.8	1.3
3	Cherry Av. & Slover Av.	TS	**70.5**	**67.0**	**E**	**E**	**80.8**	**76.2**	**F**	**E**	**10.3**	**9.2**
4	Redwood Av. & Slover Av.	CSS	17.6	**56.5**	C	**F**	18.5	**63.6**	C	**F**	0.9	**7.1**
5	Live Oak Av. & Slover Av.	TS	11.3	11.4	B	B	11.3	11.4	B	B	0.0	0.0
6	Hemlock Av. & Slover Av.	CSS	**26.0**	**>100.0**	**D**	**F**	**30.6**	**>100.0**	**D**	**F**	4.6	**>1.0**
7	Hemlock Av. & Santa Ana Av.	CSS	11.6	12.7	B	B	12.6	14.3	B	B	1.0	1.6
8	Hemlock Av. & Driveway 1	**CSS**	Future Intersection				8.8	9.1	A	A	--	--
9	Hemlock Av. & Driveway 2	**CSS**	Future Intersection				8.9	9.1	A	A	--	--
10	Beech Av. & Santa Ana Av.	AWS	10.4	10.7	B	B	10.8	11.2	B	B	0.4	0.5
11	Beech Av. & Driveway 3	**CSS**	Future Intersection				10.2	10.5	B	B	--	--
12	Beech Av. & Driveway 4	**CSS**	Future Intersection				10.2	10.5	B	B	--	--
13	Elm Av. & Santa Ana Av.	AWS	9.0	9.4	A	A	9.2	9.7	A	A	0.2	0.3
14	Poplar Av. & Santa Ana Av.	AWS	10.1	11.6	B	B	10.5	12.1	B	B	0.4	0.5
15	Catawba Av. & Santa Ana Av.	CSS	11.8	13.8	B	B	12.3	14.6	B	B	0.5	0.8
16	Citrus Av. & Santa Ana Av.	TS	15.4	18.1	B	B	15.6	18.8	B	B	0.2	0.7

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a

2 TS = Traffic Signal; AWS = All-way Stop; CSS = Cross-street Stop; **CSS** = Improvement

TABLE 6-2: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2024) CONDITIONS

			2024 Without Project				2024 With Project			
			95th Percentile Queue (Feet)		Acceptable? [1]		95th Percentile Queue (Feet)		Acceptable? [1]	
Intersection	Movement	Available Stacking Distance (Feet)	AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
Cherry Av. & I-10 WB Ramps (#1)	WBL	2,045	209	170	Yes	Yes	209	170	Yes	Yes
	WBR	350	887 [2,3]	480 [3]	Yes	Yes	887 [2,3]	480 [3]	Yes	Yes
Cherry Av. & I-10 EB Ramps (#2)	EBL	1,260	643 [2]	437 [2]	Yes	Yes	666 [2]	475 [2]	Yes	Yes
	EBT/R	1,260	662 [2]	446 [2]	Yes	Yes	691 [2]	456 [2]	Yes	Yes
	EBR	300	558 [2,3]	363 [3]	Yes	Yes	581 [2,3]	376 [3]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

6.7 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under EAP (2024) traffic conditions.

6.7.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Opening Year Cumulative (2024) traffic conditions, based on the City's deficiency thresholds as discussed in Section 2.6 *Deficiency Criteria*, in an effort to achieve pre-project LOS. The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2024) traffic deficiencies are presented in Table 6-3. Worksheets for Opening Year Cumulative (2024) With Project conditions, with improvements, HCM calculation worksheets are provided in Appendix 6.7. It should be noted, the intersection of Cherry Avenue & I-10 EB Ramps (#2) is not anticipated to meet the City's deficiency thresholds, nor is it considered deficient based on Caltrans' LOS thresholds. As such, no improvements have been identified for this intersection.

TABLE 6-3: OPENING YEAR CUMULATIVE (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH IMPROVEMENTS

	Traffic	Intersection Approach Lanes[1] Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service	
	Control [3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
3 Cherry Av. & Slover Av.																	
Without Improvements:	TS	1	3	0	2	3	1>	2	2	0	2	2	1>	**80.8**	**76.2**	**F**	**E**
With Improvements[4]:	TS	1	3	0	2	3	1>	2	2	0	2	2	1>	**68.5**	**68.3**	**E**	**E**
4 Redwood Av. & Slover Av.																	
Without Improvements:	CSS	0	1	0	0	1	0	1	2	0	1	2	0	18.5	**63.6**	C	**F**
With Improvements:	**TS**	0	1	0	0	1	0	1	2	0	1	2	0	8.2	7.5	A	A
6 Hemlock Av. & Slover Av.																	
Without Improvements:	CSS	0	1	0	0	1	0	1	2	0	1	2	0	**30.6**	**>100.0**	**D**	**F**
With Improvements:	**TS**	0	1	0	0	1	0	1	2	0	1	2	0	7.2	8.5	A	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement; > = Right-Turn Overlap Phasing

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal

[4] Modify the traffic signal to implement lead-lag phasing for the NB/SB left turns, with the SB left turn running as lag.

6.7.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 6-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Opening Year Cumulative (2024) traffic conditions. As such, no improvements have been identified.

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7 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Fontana are funded through a combination of direct project mitigation, development impact fee programs or fair share contributions, such as the City of Fontana DIF program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

7.1 MEASURE "I" FUNDS

In 2004, the voters of San Bernardino County approved the 30-year extension of Measure "I", a one-half of one percent sales tax on retail transactions, through the year 2040, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure "I" extension requires that a regional traffic impact fee be created to ensure development is paying its fair share. A regional Nexus study was prepared by SBCTA and concluded that each jurisdiction should include a regional fee component in their local programs in order to meet the Measure "I" requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction and was most recently updated in May 2018. Revenues collected through these programs are used in tandem with Measure "I" funds to deliver projects identified in the Nexus Study.

While Measure "I" is a self-executing sales tax administered by SBCTA, it bears discussion here because the funds raised through Measure "I" have funded in the past and will continue to fund new transportation facilities in San Bernardino County, including within the City of Fontana.

7.2 CITY OF FONTANA DEVELOPMENT IMPACT FEE (DIF)

The City of Fontana adopted the latest update to their DIF program in September 2021 (per Resolution No. 2021-094). Fees from new residential, commercial, and industrial development are collected to fund Measure "I" compliant regional facilities as well as local facilities. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

After the City's DIF fees are collected, they are placed in a separate restricted use account pursuant to the requirements of Government Code sections 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the City's Engineering Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's DIF program establishes a timeline to fund, design, and build the improvements.

7.3 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 7-1 for the applicable deficient study area intersection and for each applicable phase. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 7-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection		Existing (2022)	Project	2024 With Project	Total New Traffic	Project % of New Traffic[1]
3	Cherry Av. & Slover Av.						
		AM:	3,459	53	3,912	453	11.7%
		PM:	3,560	57	4,033	473	**12.1%**
4	Redwood Av. & Slover Av.						
		AM:	921	52	1,171	250	**20.8%**
		PM:	1,254	57	1,531	277	20.6%
6	Hemlock Av. & Slover Av.						
		AM:	982	52	1,199	217	**24.0%**
		PM:	1,538	57	1,786	248	23.0%

[1] **BOLD =** Highest fair share percentage is highlighted.

8 VEHICLE MILES TRAVELED

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Fontana adopted their Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (1). The City Guidelines documents the City's VMT analysis methodology and adopted VMT impact thresholds. The VMT screening evaluation presented in this report has been developed based on these City Guidelines.

8.1 VMT SCREENING

The City Guidelines describe certain conditions in which a proposed land development project is anticipated to result in a less than significant VMT impact, thereby eliminating the need to conduct a detailed VMT impact analysis. The screening steps described in the City Guidelines are listed below and a land use project needs only to satisfy one of the screening steps to result in a less than significant impact:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Local Serving Project Type Screening
- Step 4: Project net daily trips less than 500 Average Daily Trips (ADT)

STEP 1: TPA SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[1] or an existing stop along a "high-quality transit corridor"[2]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption, however, may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

[1] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").
[2] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

Based on the secondary criteria outlined in the City Guidelines, the Project does not meet the secondary criteria of having an FAR at or above 0.75, regardless of the Project being physically located in a TPA.

TPA screening step is not met.

STEP 2: LOW VMT AREA SCREENING

City Guidelines state that projects located within a low VMT generating zone may be presumed to have a less than significant VMT impact absent substantial evidence to the contrary. City Guidelines identify VMT per service population as the appropriate VMT metric for land use projects and an impact threshold of "15% below the baseline County of San Bernardino per service population."[3]

The San Bernardino Transportation Analysis Model (SBTAM) is used to measure VMT performance in individual TAZ's within the region. The Project's physical location was identified in the SBTAM model to determine the TAZ in which the Project will reside. The Project TAZ 53713102 is then calculated using Origin-Destination (OD) trip matrices to obtain total OD VMT and the resulting total OD VMT is divided by the Project TAZ's service population. The Project TAZ 53713102 was found to have a VMT per service population of 71.3, which was compared to 15% below County of San Bernardino baseline or 28.3 VMT per service population[4]. The Project is not located within a low VMT generating zone.

Low VMT Area screening step is not met.

STEP 3: LOCAL SERVING PROJECT TYPE SCREENING

City Guidelines state that local serving retail with buildings less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, local parks, and other community institutions) are presumed to have a less than significant impact absent substantial evidence to the contrary. The proposed Project is not considered a local serving use based on the examples provided in the City Guidelines[5].

Local Serving Project Type screening step is not met.

STEP 4: PROJECT NET DAILY TRIPS LESS THAN 500 ADT SCREENING

City Guidelines identify projects that generate fewer than 500 average daily trips (ADT) as having a less than significant VMT impact.

[3] City Guidelines; Page 16
[4] 33.3 Countywide baseline average VMT per service population * 0.85 = 28.3 VMT per service population.
[5] City Guidelines; Page 13.

CURRENTLY APPROVED SWIP

The proposed Project is located in the SCD of the SWIP. As shown in Table 4-8, the proposed Project under the SWIP assumed land uses is anticipated to generate 2,966 two-way trips per day in actual vehicles.

PROPOSED PROJECT

As stated in Section 4.1 *Project Trip Generation*, the trip generation rates used for this assessment are based upon information collected by the ITE as provided in their Trip Generation Manual (11th Edition, 2021) for the proposed warehousing (ITE Land Use Code 150) and high-cube cold storage warehouse (ITE Land Use Code 157) uses (see Table 4-3). Based on the rates shown previously in Table 4-3, the proposed Project is anticipated to generate 1,598 two-way trips per day in actual vehicles (see Table 4-4).

TRIP GENERATION COMPARISON

As shown previously in Table 4-9, when comparing the Project trip generation to the estimated trip generation of the Project site using SCD assumed land uses, the proposed Project is expected to generate 1,368 fewer two-way trips per day in actual vehicles, resulting in a decrease in trips and associated vehicle miles, and therefore is below the 500 net ADT threshold by 1,868 trips.

Project Net Daily Trips Less than 500 ADT screening step is met.

The Project was found to meet the Project Net Daily Trips Less than 500 ADT screening step and therefore has a **less than significant impact on VMT**.

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9 REFERENCES

1. **City of Fontana Public Works Department.** *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment.* Fontana : s.n., October 21, 2020.
2. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
4. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
5. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).
6. **RBF Consulting.** *SWIP Project Traffic Analysis.* Fontana : s.n., 2011.

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APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Fontana Engineering Department requirements for traffic impact analysis of the following project. The analysis must follow the SBCTA Congestion Management Plan (CMP) Guidelines Updated 2016.

Case No. (i.e. TR, PM, CUP, PP)
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Hemlock Avenue Development
Project Address: 11115 Hemlock Avenue
Project Description: 881,826 SF warehouse building (40,000 SF office space, 726,826 SF warehouse, and 115,000 SF mezzanine area)

	Consultant	Developer
Name:	Urban Crossroads, Inc. - Charlene So	Prologis - John Carter
Address:	1133 Camelback St. #8329	3546 Concours Street, Suite 100
	Newport Beach, CA 92658	Ontario, CA 91764
Telephone:	949-861-0177	949-836-0692
Fax:	cso@urbanxroads.com	

A. Trip Generation Source: ITE Trip Generation Manual (11th Edition, 2021)

Current GP Land Use	SWIP - IG	Proposed Land Use	SWIP-IG
Current Zoning	SWIP - SCD	Proposed Zoning	SWIP - SCD

Current Trip Generation	In	Out	Total	Proposed Trip Generation	In	Out	Total
AM Trips	8	5	13		121	49	170
PM Trips	3	3	6		64	125	189

Internal Trip Allowance ☐ Yes ☒ No (____ % Trip Discount)
Pass-By Trip Allowance ☐ Yes ☒ No (____ % Trip Discount)

A pass-by trip discount is allowed for appropriate land uses per ITE trip generation handbook 3rd edition. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure. (Attach table for detailed trip generation)

B. Trip Geographic Distribution: N varies % S varies % E varies % W varies %
(attach exhibit for detailed assignment)

C. Background Traffic

Project Opening & Future Build-Out Year: 2024 Annual Ambient Growth Rate: 2.0 %

Phase Year(s) Not Applicable
Other area projects to be analyzed: To be provided by City Planning Staff

Model/Forecast methodology Not Applicable

D. Study intersections: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. see attached scoping memo
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Study Roadway Segments: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. none
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? ☐ Yes ☑ No

If so, name of City Jurisdiction: _____

F. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Engineering Department)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

See scoping memo

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts to be conducted after the scoping agreement is approved

I. VMT Assessment

Provide VMT screening/assessment per the latest TIA & VMT Guidelines.

NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.

Recommended by:

Charlene So — 12/23/2022

Consultant's Representative — Date

Approved Scoping Agreement:

City of Fontana Traffic Engineer — Date

Scoping Agreement Submitted on _____

Revised on _____

December 23, 2022

Ms. Gia Kim
City of Fontana
8353 Sierra Avenue
Fontana, CA 92335

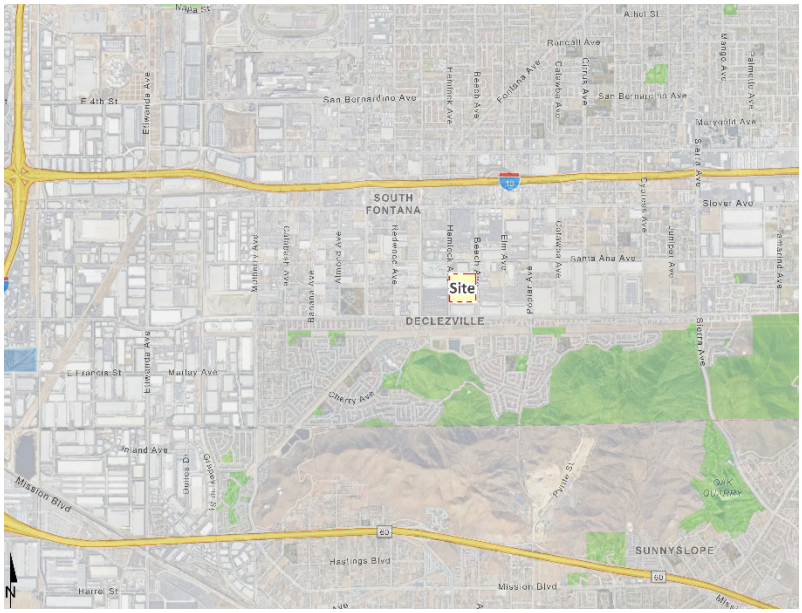
HEMLOCK AVENUE DEVELOPMENT TRAFFIC ANALSIS SCOPING AGREEMENT

Ms. Gia Kim,

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Hemlock Avenue Development (**Project**), which is located at 11115 Hemlock Avenue in the City of Fontana. Exhibit 1 depicts the location of the proposed Project in relation to the existing roadway network.

Our goal is to obtain comments from City of Fontana staff, to ensure that the traffic assessment fully addresses the potential effects of the proposed Project. The remainder of this letter describes the draft proposed analysis methodology, project trip generation, trip distribution, and project traffic assignment/project trips on the surrounding roadway network, which have been used to establish the draft proposed project study area and analysis locations. The following scoping agreement has been prepared consistent with the City's Traffic Impact Analysis Guidelines for VMT and LOS Assessment (October 2020, referred to as **City's Guidelines**).

EXHIBIT 1: LOCATION MAP



PROPOSED PROJECT

It is our understanding that the Project consists of 40,000 square feet of office space, 726,826 square feet of warehouse area, and 115,000 square feet of mezzanine area for a total of 881,826 square foot warehouse building (see Exhibit 2). In an effort to conduct a conservative analysis, the trip generation assessment will evaluate 75% of the overall building square footage assuming general warehousing use and 25% as high-cube cold storage warehouse use. Access will be accommodated via two proposed driveways to the west on Hemlock Avenue and two driveways to the east on Beech Avenue. The two northerly driveways on Hemlock Avenue and Beech Avenue would serve truck traffic while the southerly driveways would serve passenger cars only.

EXHIBIT 2: PRELIMINARY SITE PLAN



TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project.

EXISTING TRAFFIC

The Project site is currently occupied by Modular Space Corporation (ModSpace) for light industrial uses that include: leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The project site is developed with one building and three modular buildings, which total 11,590 square feet. In addition, the site contains stored modular units, scrap metal and recycling collection bins, parking lots, and storage areas. The project site ground surface is either paved with asphalt or gravel covered with limited areas of ornamental landscaping.

The site is currently occupied and generating traffic. In an effort to understand the existing traffic associated with the current use, weekday traffic counts were collected at the driveways on October 18th and October 19th, 2022 (Tuesday and Wednesday). Although all 4 existing driveways were observed, only the southerly driveway on Hemlock Avenue was utilized (all other driveways were closed and remained closed). A summary of the count data collected is shown on Table A-1 of Attachment A for the uses on the existing site. Table A-1 provides a detailed summary of the counts collected each day. See Attachment A for driveway count data worksheets.

Table 1 below summarizes the average existing trip generation based on the count data collected over two consecutive weekdays. The existing site currently generates an average of 62 two-way trips per day, with 7 AM peak hour trips and 5 PM peak hour trips.

Trip generation for the existing use has been reflected in both actual vehicles and passenger car equivalent (PCE) on Table 1. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the City Guidelines and with those used for other projects within the City. The existing site generates a total of 78 PCE two-way trips per day with 13 AM PCE peak hour trips and 6 PM PCE peak hour trips (see also Table 1).

TABLE 1: EXISTING TRIP GENERATION

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Actual Vehicles:							
Passenger Cars:	3	0	3	1	3	4	49
2-axle Trucks:	1	1	2	1	0	1	10
3-axle Trucks:	0	0	0	0	0	0	0
4+-axle Trucks:	1	1	2	0	0	0	3
Total Trucks:	2	2	4	1	0	1	13
Total Trips	**5**	**2**	**7**	**2**	**3**	**5**	**62**
Passenger Car Equivalent (PCE):							
Passenger Cars:	3	0	3	1	3	4	49
2-axle Trucks (PCE = 2.0):	2	2	4	2	0	2	20
3-axle Trucks (PCE = 2.5):	0	0	0	0	0	0	0
4+-axle Trucks (PCE = 3.0):	3	3	6	0	0	0	9
Total Trucks (PCE):	5	5	10	2	0	2	29
Total Trips (PCE)	**8**	**5**	**13**	**3**	**3**	**6**	**78**

[1] Total Trips = Passenger Cars + Truck Trips.

PROPOSED PROJECT

The trip generation rates used for this assessment are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11th Edition, 2021) for the proposed warehousing (ITE Land Use Code 150) and high-cube cold storage warehouse (ITE Land Use Code 157) uses (see Table 2). The following summarizes the proposed land use and vehicle mix:

- ITE land use code 150 (Warehousing) has been used to derive site specific trip generation estimates for up to 661,370 square feet (75% of the overall building square footage). A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 220,456 square feet (25% of the overall building square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has also been obtained from the ITE's Trip Generation Manual. The truck percentages were further

broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

TABLE 2: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM-88.2%, PM-83.3%, Daily-64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM-1.97%, PM-2.79%, Daily-5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM-2.44%, PM-3.46%, Daily-7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM-7.39%, PM-10.45%, Daily-21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM-72.7%, PM-75.0%, Daily-64.6%)			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (AM-9.5%, PM-8.7%, Daily-12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM-3.0%, PM-2.8%, Daily-3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM-14.8%, PM-13.6%, Daily-19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407
Passenger Car Equivalent (PCE) Trip Generation									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 2.0)			0.004	0.003	0.007	0.006	0.004	0.010	0.200
3-Axle Trucks (PCE = 2.5)			0.005	0.005	0.010	0.008	0.008	0.016	0.311
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (PCE = 2.0)			0.006	0.015	0.021	0.010	0.011	0.021	0.521
3-Axle Trucks (PCE = 2.5)			0.003	0.006	0.008	0.005	0.003	0.008	0.206
4+-Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project in actual and passenger car equivalent (PCE) vehicles are shown on Table 3. As shown in Table 3, the proposed Project is anticipated to generate a total of 1,598 two-way trips per day with 137 AM peak hour trips and 145 PM peak hour trips (in actual vehicles). In comparison, the proposed Project is anticipated to generate a total of 2,554 PCE two-way trips per day with 170 PCE AM peak hour trips and 189 PCE PM peak hour trips (see Table 4).

TABLE 3: PROPOSED PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
Warehousing	661.370	TSF							
Passenger Cars:			79	20	99	23	76	99	734
2-axle Trucks:			1	1	2	2	1	3	66
3-axle Trucks:			1	1	2	2	2	4	82
4+-axle Trucks:			5	4	9	7	6	13	248
Total Truck Trips (Actual Vehicles):			7	6	13	11	9	20	396
Total Trips (Actual Vehicles)[2]			86	26	112	34	85	119	1,130
High-Cube Cold Storage	220.456	TSF							
Passenger Cars:			17	1	18	4	16	20	302
2-axle Trucks:			1	2	3	1	1	2	58
3-axle Trucks:			0	1	1	0	0	0	18
4+-axle Trucks:			1	2	3	2	2	4	90
Total Truck Trips (Actual Vehicles):			2	5	7	3	3	6	166
Total Trips (Actual Vehicles)[2]			19	6	25	7	19	26	468
Passenger Cars			96	21	117	27	92	119	1,036
Trucks			9	11	20	14	12	26	562
Total Trips (Actual Vehicles)[2]			**105**	**32**	**137**	**41**	**104**	**145**	**1,598**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TABLE 4: PROPOSED PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Passenger Car Equivalent (PCE):									
Warehousing	661.370	TSF							
Passenger Cars:			79	20	99	23	76	99	734
2-axle Trucks:			3	2	5	4	3	7	134
3-axle Trucks:			3	4	7	5	5	10	206
4+-axle Trucks:			14	11	25	20	17	37	746
Total Truck Trips (PCE):			20	17	37	29	25	54	1,086
Total Trips (PCE)[2]			99	37	136	52	101	153	1,820
High-Cube Cold Storage	220.456	TSF							
Passenger Cars:			17	1	18	4	16	20	302
2-axle Trucks:			1	3	4	2	2	4	116
3-axle Trucks:			1	1	2	1	1	2	46
4+-axle Trucks:			3	7	10	5	5	10	270
Total Truck Trips (PCE):			5	11	16	8	8	16	432
Total Trips (PCE)[2]			22	12	34	12	24	36	734
Passenger Cars			96	21	117	27	92	119	1,036
Trucks			25	28	53	37	33	70	1,518
Total Trips (PCE)[2]			**121**	**49**	**170**	**64**	**125**	**189**	**2,554**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TRIP GENERATION COMPARISON

Table 5 shows the trip generation comparison between the existing and proposed use. The resulting net new trips are identified on Table 5. As shown, the Project is anticipated to generate 2,476 more two-way trips per day with an increase of 157 AM peak hour trips and 183 PM peak hour trips (in PCE). Per the City Guidelines, the trip generation comparison is based on PCE as the existing and proposed uses are truck-intensive uses. Based on the anticipated net new trips, additional off-site intersection operations analysis is necessary based on the City Guidelines.

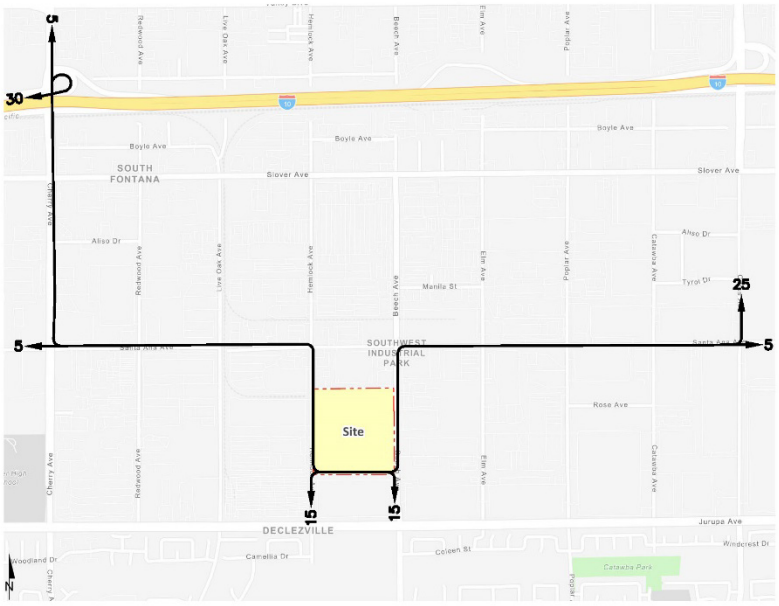
TABLE 5: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Proposed Project							
Passenger Cars:	96	21	117	27	92	119	1,036
Total Truck Trips (PCE):	25	28	53	37	33	70	1,518
Total Trips	121	49	170	64	125	189	2,554
Existing							
Passenger Cars:	3	0	3	1	3	4	49
Total Truck Trips (PCE):	5	5	10	2	0	2	29
Total Trips	8	5	13	3	3	6	78
Net Change							
Passenger Cars:	93	21	114	26	89	115	987
Total Truck Trips (PCE):	20	23	43	35	33	68	1,489
Total Trips	**113**	**44**	**157**	**61**	**122**	**183**	**2,476**

PROJECT TRIP DISTRIBUTIONS

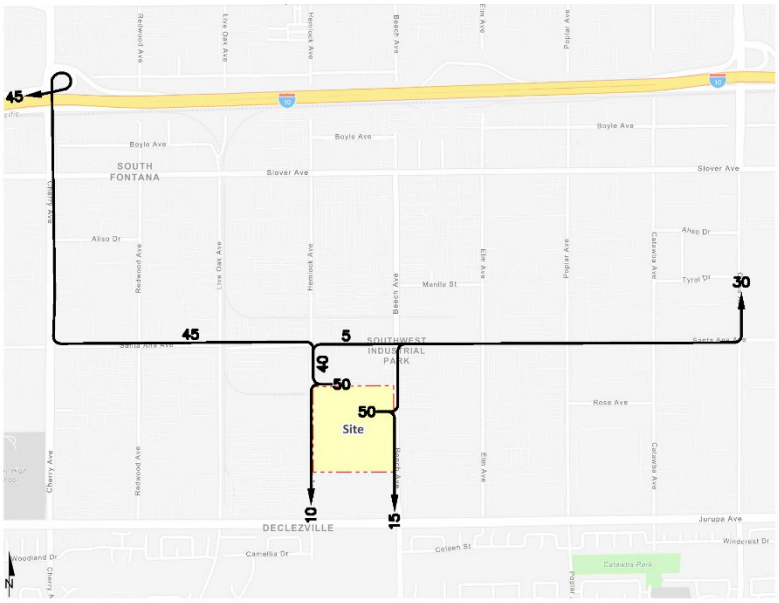
The project trip distribution patterns for both passenger cars and trucks have been developed based on recent experience on other studies for similar land uses in the vicinity. Passenger car distribution patterns will be based on existing and planned land uses and roadway infrastructure in the area. Truck distribution patterns will be based on City truck routes, proximity to the freeway system, and the Project Applicant's input on percentage of traffic oriented to the Port of Long Beach or other destination. As such, Project truck traffic is directed to Cherry Avenue and Citrus Avenue to the I-10 Freeway to the north and I-15 Freeway to the west via Jurupa Avenue. The passenger car and truck trip distributions are illustrated on Exhibits 3 and 4, respectively.

EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



10 ***= Percent To/From Project***

EXHIBIT 4: PROJECT (TRUCK) TRIP DISTRIBUTION



10 ***= Percent To/From Project***

STUDY AREA

Consistent with City's Guidelines, the study area limits have been set based upon a threshold of 50 peak hour project trips. In other words, the study area includes any intersection of Collector roadway or higher classification street with another Collector roadway or higher classification street, at which the proposed Project will add 50 or more peak hour trips. The proposed intersection analysis locations have been identified on Exhibit 4 (and also listed on Table 6). The study area intersections will be evaluated using the HCM 6th Edition methodology.

EXHIBIT 4: STUDY AREA

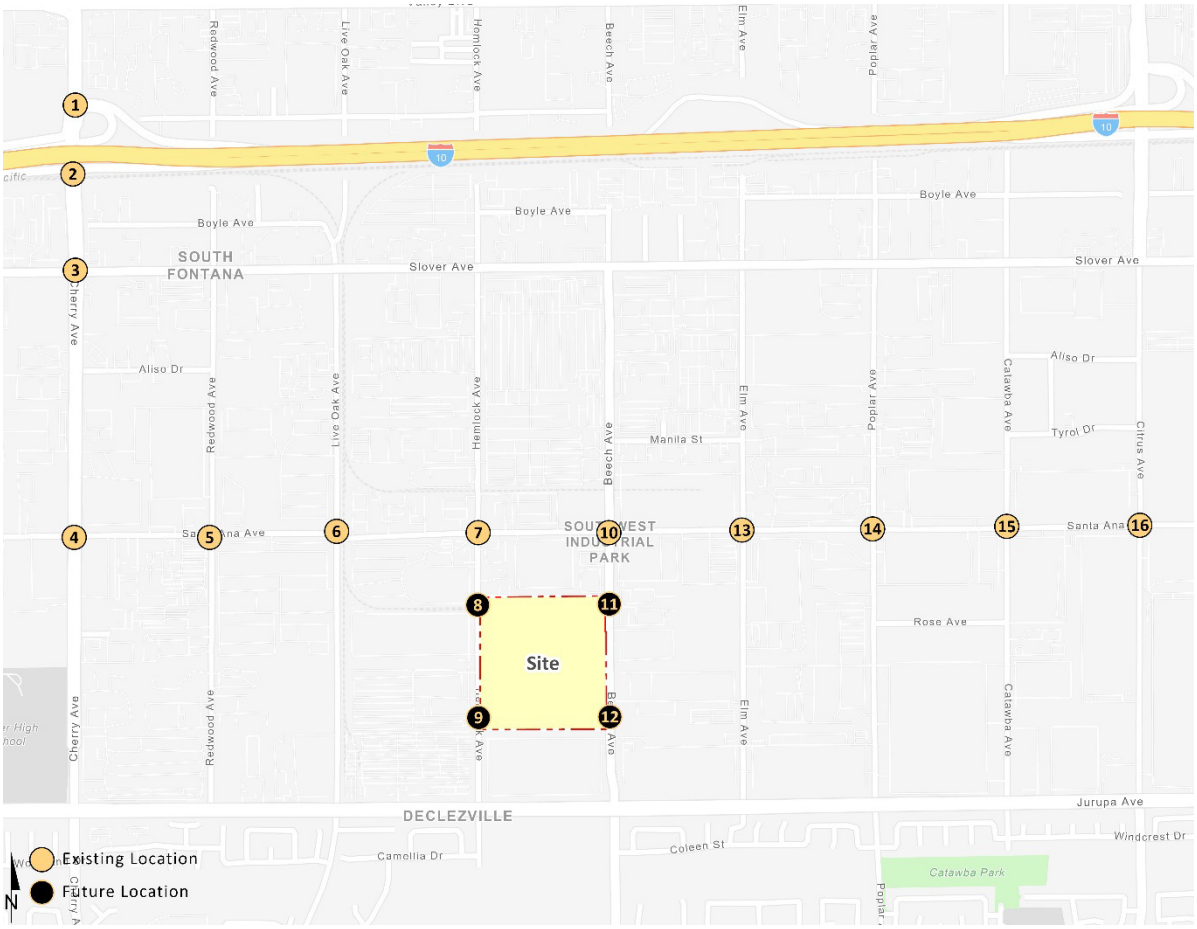


TABLE 6: LIST OF STUDY INTERSECTIONS

#	Intersection
1	Cherry Av. & I-10 WB Ramps
2	Cherry Av. & I-10 EB Ramps
3	Cherry Av. & Slover Av.
4	Cherry Av. & Santa Ana Av.
5	Redwood Av. & Santa Ana Av.
6	Live Oak Av. & Santa Ana Av.
7	Hemlock Av. & Santa Ana Av.
8	Hemlock Av. & Driveway 1
9	Hemlock Av. & Driveway 2
10	Beech Av. & Santa Ana Av.
11	Beech Av. & Driveway 3
12	Beech Av. & Driveway 4
13	Elm Av. & Santa Ana Av.
14	Poplar Av. & Santa Ana Av.
15	Catawba Av. & Santa Ana Av.
16	Citrus Av. & Santa Ana Av.

ANALYSIS SCENARIOS

The following analysis scenarios will be analyzed for this traffic study:

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (2024) Conditions – includes existing plus ambient growth factor and project traffic with no cumulative development traffic. This scenario would be used to determine any off-site construct obligations for the project.
- Opening Year Cumulative (2024) Without Project Conditions – includes existing plus ambient growth factor and traffic from other cumulative development projects.
- Opening Year Cumulative (2024) With Project Conditions – includes project traffic to the Opening Year Cumulative (2024) Without Project volumes. This scenario would be used to determine any cumulative off-site deficiencies and improvement needs.

EXISTING COUNT DATA

Traffic counts (classified by vehicle type) will be conducted once the scoping agreement has been approved and data will be collected while local schools are in session and operating on a typical bell schedule. Time periods to be counted will be from 7:00-9:00 AM and 4:00-6:00 PM and will include pedestrian and bicycle counts at each analysis location.

AMBIENT GROWTH RATE

Consistent with other studies performed in the area, an ambient growth rate of 2.0% per year is proposed for the study area intersections to approximate background traffic growth not identified by nearby cumulative development projects. The rate will be compounded over a two-year period (i.e., $1.02^{2 \text{ years}} = 1.0404$ or 4.04% for 2024).

LEVEL OF SERVICE (LOS) CRITERIA

The City's Guidelines establishes an LOS standard of LOS C for City intersections. However, in some instances maintaining the LOS C threshold within a built environment may require extensive roadway widening that could affect existing uses, property rights and substantial costs associated with implementing these improvements. In the event that the improvements required to maintain LOS C is determined to be infeasible, the City of Fontana recognizes that LOS D may be considered the worst acceptable level of service in urbanized areas of the City.

DEFICIENCY CRITERIA

For the intersections that lie within the City of Fontana, determination of whether the Project has an adverse effect on intersection operations will be based on a comparison of without and with project levels of service. A deficiency occurs if project traffic increases the average delay at an intersection by more than the thresholds identified on Table 7. The thresholds for LOS A, B, and C do not apply to projects consistent with the General Plan. The deficiency criteria will be applied to Opening Year Cumulative traffic conditions to determine off-site construct obligations and will recommend improvements needed to reduce delays to pre-project conditions (as applicable).

TABLE 7: INTERSECTION DEFICIENCY CRITERIA

Pre-Project LOS	Deficiency Criteria[1]
LOS A/B	10.0 seconds
LOS C	8.0 seconds
LOS D	5.0 seconds
LOS E	2.0 seconds
LOS F	1.0 seconds

[1] Increase in delay.

SPECIAL ISSUES

The following special issues will be addressed as part of the TA:

- A truck turning template will be overlaid on the driveways anticipated to serve trucks (Driveway 1 & Driveway 3).
- Traffic signal warrant analyses will be conducted for all unsignalized study area intersections (with full access) for all applicable analysis scenarios.
- Evaluate the peak hour queuing at the Project driveways located along the Project frontages of Hemlock Avenue and Beech Avenue.
- VMT assessment will be included with the Traffic Study.

CUMULATIVE DEVELOPMENT PROJECTS

A preliminary list of cumulative development projects is provided on Table 8 along with their locations on Exhibit 5. It is requested that the City provide updated/new cumulative project information for inclusion in the development of background traffic for the traffic study.

EXHIBIT 5: CUMULATIVE DEVELOPMENT LOCATION MAP

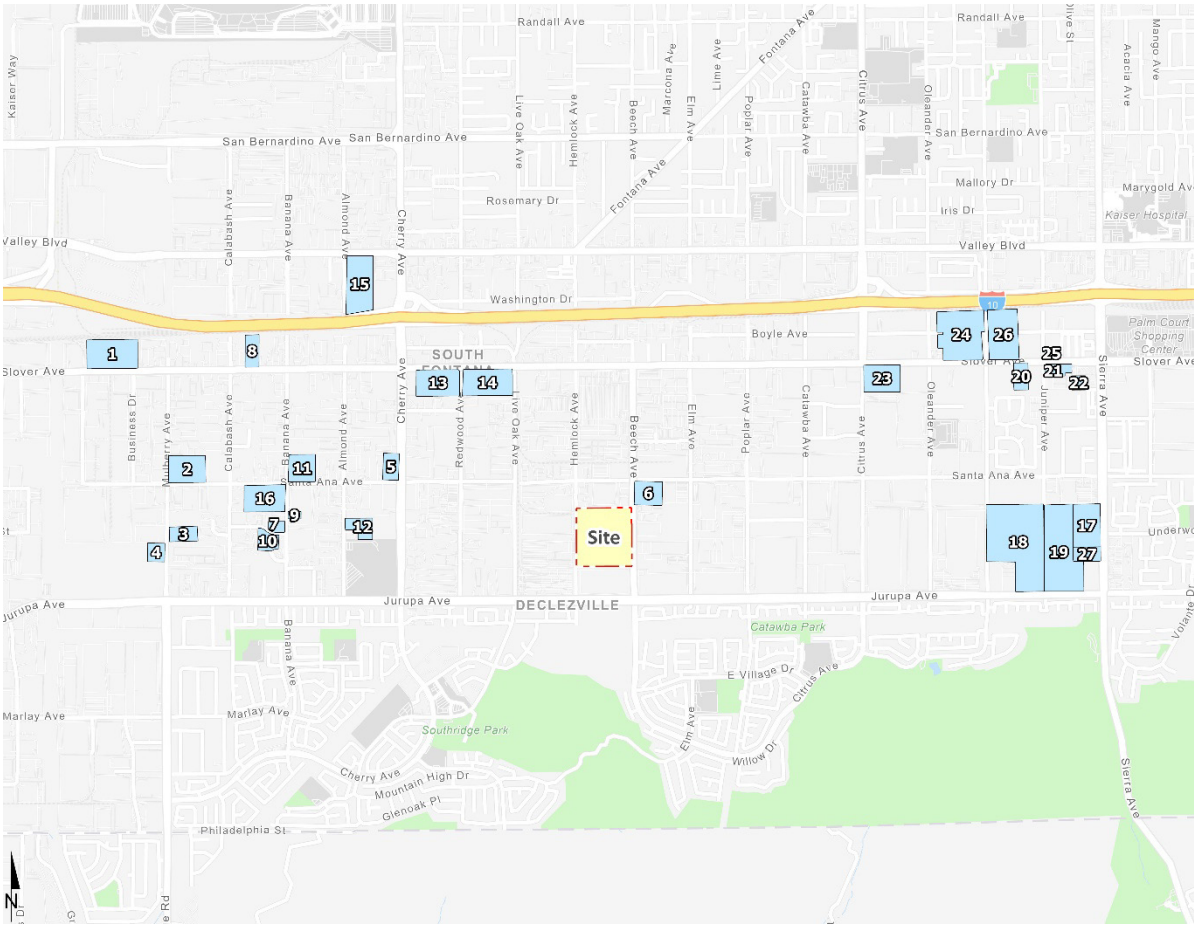


TABLE 8: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

#	Project	Land Use	Quantity[1]
1	Fontana Corporate Center	Warehouse	355.370 TSF
2	Fontana Trailer Storage Yard	Truck Trailer Storage Yard	17.4 AC
3	MG Home International Warehouse	Warehouse	15.570 TSF
4	Calabash Industrial Building	Warehouse	64.692 TSF
5	Cherry Av. Warehouse	Warehouse	174.280 TSF
6	Beech & Santa Ana Warehouse	Warehouse	174.000 TSF
7	Banana & Rose	Warehouse	85.730 TSF
8	MCN No. 19-040	Warehouse	106.500 TSF
9	MCN No. 21-074	Warehouse	42.000 TSF
10	TPM No. 20236 (MCN No. 20-040)	Warehouse (2 Buildings)	158.223 TSF
11	MCN No. 19-094	Warehouse	192.000 TSF
12	MCN No. 19-057	Warehouse	146.800 TSF
13	Slover and Redwood Industrial	Truck Trailer Storage Yard	5.1 AC
14	14801 Slover Avenue Warehouse	Warehouse	308.211 TSF
15	MCN No. 21-049	Warehouse	210.400 TSF
16	Banana and Santa Ana Warehouse	Warehouse	299.041 TSF
17	Chaffey College - Fontana	Junior/Community College	854 STU
18	GLC Fontana III	Warehouse	362.416 TSF
		High-Cube Cold Storage Warehouse	90.604 TSF
19	Fontana Foothills	High-Cube Warehouse / Distribution Center	754.408 TSF
20	Slover Industrial Center	High-Cube Warehouse (Cold Storage)	20.421 TSF
		Warehousing	115.719 TSF
21	La Quinta Inn	Hotel	104 Room
22	Townplace Suites	Hotel	116 Room
23	Citrus / Slover Warehouse (SEC of Citr	Warehousing	194.212 TSF
24	Cypress and Slover Warehouse	High-Cube Warehouse (Cold Storage)	156.365 TSF
		High-Cube Fulfillment Center	469.095 TSF
25	Slover Avenue Office/Warehouse	Warehouse	41.000 TSF
26	Sierra Business Center	High-Cube Warehouse Fulfillment Center	707.735 TSF
27	Affordable Housing Project	Affordable Homes	130 DU

[1] TSF = Thousand Square Feet; AC = Acres; DU = Dwelling Units; STU = Students

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Principal

ATTACHMENT A: DRIVEWAY COUNTS

TABLE A-1: SUMMARY OF DRIVEWAY COUNTS

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
October 18, 2022 - Tuesday							
Passenger Cars:	1	0	1	1	2	3	47
2-axle Trucks:	0	0	0	1	0	1	10
3-axle Trucks:	0	0	0	0	0	0	0
4+-axle Trucks:	1	0	1	0	0	0	4
Total Truck Trips:	1	0	1	1	0	1	14
Day 1 Total Trips[1]	**2**	**0**	**2**	**2**	**2**	**4**	**61**
October 19, 2022 - Wednesday							
Passenger Cars:	4	0	4	1	3	4	50
2-axle Trucks:	1	1	2	0	0	0	10
3-axle Trucks:	0	0	0	0	0	0	0
4+-axle Trucks:	0	1	1	0	0	0	1
Total Truck Trips:	1	2	3	0	0	0	11
Day 2 Total Trips[1]	**5**	**2**	**7**	**1**	**3**	**4**	**61**

[1] Total Trips = Passenger Cars + Total Truck Trips.

[2] Trip generation represents the sum of all driveways, by day.

City:	Fontana
Location:	11115 Hemlock Avenue
Date:	Tuesday, October 18, 2022
Count Type:	Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	1	0	0	1
3:45	0	1	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	4	0	0	0	4
5:15	1	0	0	0	1
5:30	2	0	0	0	2
5:45	2	0	0	0	2
6:00	2	0	0	0	2
6:15	4	0	0	0	4
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	1	0	0	1	2
8:45	0	0	0	0	0
9:00	0	1	0	0	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	1	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	1	0	0	1
11:45	0	0	0	0	0

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	1	1
4:00	0	0	0	1	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	2	0	0	0	2
5:30	1	0	0	0	1
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	1	0	0	0	1
6:45	0	0	0	1	1
7:00	0	0	0	0	0
7:15	1	0	0	0	1
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	1	0	0	1
9:15	0	1	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	1	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	2	1	0	0	3

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Fontana
Location:	11115 Hemlock Avenue
Date:	Tuesday, October 18, 2022
Count Type:	Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	1	0	0	2
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	**24**	**6**	**0**	**1**	**31**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	7	0	0	0	7
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	2	0	0	0	2
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	23	**4**	**0**	**3**	**30**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Fontana
Location:	11115 Hemlock Avenue
Date:	Wednesday, October 19, 2022
Count Type:	Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	1	0	0	0	1
5:15	1	0	0	0	1
5:30	2	0	0	0	2
5:45	0	0	0	0	0
6:00	5	0	0	0	5
6:15	2	0	0	0	2
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	2	1	0	0	3
7:30	0	0	0	0	0
7:45	2	0	0	0	2
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	0	2	0	0	2
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	3	0	0	0	3
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	1	0	1	2
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	2	1	0	0	3
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	1	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	1	0	0	0	1
11:45	0	0	0	0	0

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Fontana
Location:	11115 Hemlock Avenue
Date:	Wednesday, October 19, 2022
Count Type:	Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	2	0	0	3
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	**25**	**5**	**0**	**0**	**30**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	1	0	0	1
13:00	1	1	0	0	2
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	1	0	0	0	1
14:15	1	0	0	0	1
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	7	0	0	0	7
15:15	4	0	0	0	4
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	0	0	0	0	0
16:15	1	0	0	0	1
16:30	1	0	0	0	1
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	25	**5**	**0**	**1**	**31**

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APPENDIX 1.2: SITE ADJACENT QUEUING WORKSHEETS

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Intersection: 8: Hemlock Av. & Driveway 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	6
Average Queue (ft)	9	1
95th Queue (ft)	32	10
Link Distance (ft)	455	840
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Hemlock Av. & Driveway 2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	22	6
Average Queue (ft)	10	1
95th Queue (ft)	33	11
Link Distance (ft)	461	904
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Beech Av. & Driveway 3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	23
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	573
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: Beech Av. & Driveway 4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	15
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	478
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 8: Hemlock Av. & Driveway 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	23
Average Queue (ft)	10	1
95th Queue (ft)	33	9
Link Distance (ft)	455	840
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Hemlock Av. & Driveway 2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	42	8
Average Queue (ft)	24	1
95th Queue (ft)	46	7
Link Distance (ft)	461	904
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Beech Av. & Driveway 3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	23
Average Queue (ft)	15	1
95th Queue (ft)	40	10
Link Distance (ft)	573	884
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Beech Av. & Driveway 4

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	48	8
Average Queue (ft)	23	1
95th Queue (ft)	46	7
Link Distance (ft)	478	538
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

APPENDIX 3.1: EXISTING TRAFFIC COUNTS

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W AM
Site Code : 221069
Start Date : 12/1/2022

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

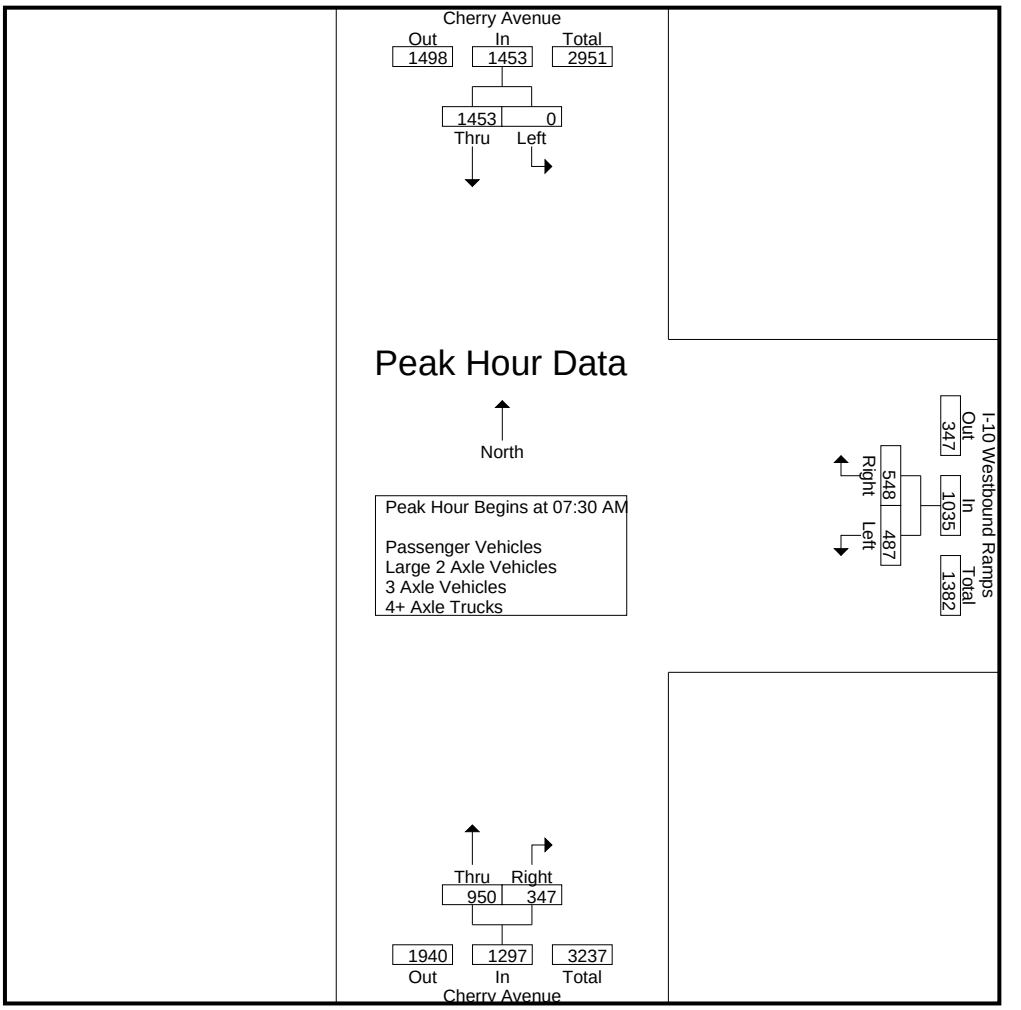
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	291	291	118	116	53	234	211	79	0	290	53	815	868
07:15 AM	0	295	295	160	119	38	279	234	97	0	331	38	905	943
07:30 AM	0	334	334	121	132	38	253	254	98	0	352	38	939	977
07:45 AM	0	360	360	125	155	25	280	292	105	0	397	25	1037	1062
Total	0	1280	1280	524	522	154	1046	991	379	0	1370	154	3696	3850
08:00 AM	0	367	367	125	126	30	251	194	65	0	259	30	877	907
08:15 AM	0	392	392	116	135	32	251	210	79	0	289	32	932	964
08:30 AM	0	313	313	99	130	28	229	229	63	0	292	28	834	862
08:45 AM	1	280	281	85	113	37	198	185	85	0	270	37	749	786
Total	1	1352	1353	425	504	127	929	818	292	0	1110	127	3392	3519
Grand Total	1	2632	2633	949	1026	281	1975	1809	671	0	2480	281	7088	7369
Apprch %	0	100		48.1	51.9			72.9	27.1					
Total %	0	37.1	37.1	13.4	14.5		27.9	25.5	9.5		35	3.8	96.2	
Passenger Vehicles	1	2038	2039	795	822		1842	1505	499		2004	0	0	5885
% Passenger Vehicles	100	77.4	77.4	83.8	80.1	80.1	81.6	83.2	74.4	0	80.8	0	0	79.9
Large 2 Axle Vehicles	0	144	144	47	50		104	111	34		145	0	0	393
% Large 2 Axle Vehicles	0	5.5	5.5	5	4.9	2.5	4.6	6.1	5.1	0	5.8	0	0	5.3
3 Axle Vehicles	0	167	167	32	57		105	78	14		92	0	0	364
% 3 Axle Vehicles	0	6.3	6.3	3.4	5.6	5.7	4.7	4.3	2.1	0	3.7	0	0	4.9
4+ Axle Trucks	0	283	283	75	97		205	115	124		239	0	0	727
% 4+ Axle Trucks	0	10.8	10.7	7.9	9.5	11.7	9.1	6.4	18.5	0	9.6	0	0	9.9

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	334	334	121	132	253	254	98	352	939
07:45 AM	0	360	360	**125**	**155**	**280**	**292**	**105**	**397**	**1037**
08:00 AM	0	367	367	125	126	251	194	65	259	877
08:15 AM	0	**392**	**392**	116	135	251	210	79	289	932
Total Volume	0	1453	1453	487	548	1035	950	347	1297	3785
% App. Total	0	100		47.1	52.9		73.2	26.8		
PHF	.000	.927	.927	.974	.884	.924	.813	.826	.817	.912

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:00 AM		
+0 mins.	0	334	334	**160**	119	279	211	79	290
+15 mins.	0	360	360	121	132	253	234	97	331
+30 mins.	0	367	367	125	**155**	**280**	254	98	352
+45 mins.	0	**392**	**392**	125	126	251	**292**	**105**	**397**
Total Volume	0	1453	1453	531	532	1063	991	379	1370
% App. Total	0	100		50	50		72.3	27.7	
PHF	.000	.927	.927	.830	.858	.949	.848	.902	.863

Counts Unlimited, Inc.
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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

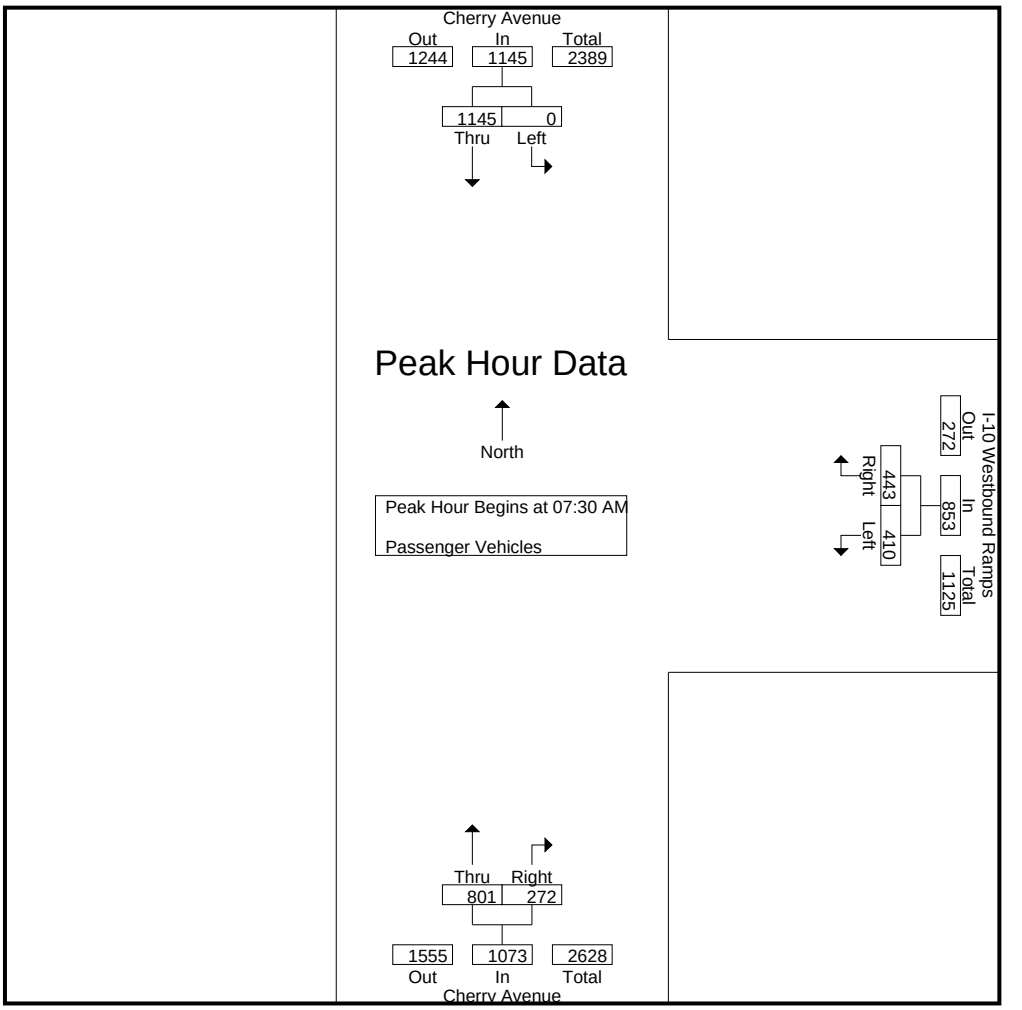
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	225	225	102	97	43	199	172	53	0	225	43	649	692
07:15 AM	0	227	227	146	98	33	244	196	71	0	267	33	738	771
07:30 AM	0	268	268	107	110	29	217	223	79	0	302	29	787	816
07:45 AM	0	288	288	106	131	19	237	248	84	0	332	19	857	876
Total	0	1008	1008	461	436	124	897	839	287	0	1126	124	3031	3155
08:00 AM	0	277	277	107	96	21	203	160	55	0	215	21	695	716
08:15 AM	0	312	312	90	106	26	196	170	54	0	224	26	732	758
08:30 AM	0	239	239	68	100	23	168	196	41	0	237	23	644	667
08:45 AM	1	202	203	69	84	31	153	140	62	0	202	31	558	589
Total	1	1030	1031	334	386	101	720	666	212	0	878	101	2629	2730
Grand Total	1	2038	2039	795	822	225	1617	1505	499	0	2004	225	5660	5885
Apprch %	0	100		49.2	50.8			75.1	24.9					
Total %	0	36	36	14	14.5		28.6	26.6	8.8		35.4	3.8	96.2	

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	268	268	**107**	110	217	223	79	302	787
07:45 AM	0	288	288	106	**131**	**237**	**248**	**84**	**332**	**857**
08:00 AM	0	277	277	107	96	203	160	55	215	695
08:15 AM	0	**312**	**312**	90	106	196	170	54	224	732
Total Volume	0	1145	1145	410	443	853	801	272	1073	3071
% App. Total	0	100		48.1	51.9		74.7	25.3		
PHF	.000	.917	.917	.958	.845	.900	.807	.810	.808	.896

Counts Unlimited, Inc.
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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W AM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	268	268	**107**	110	217	223	79	302
+15 mins.	0	288	288	106	**131**	**237**	**248**	**84**	**332**
+30 mins.	0	277	277	107	96	203	160	55	215
+45 mins.	0	**312**	**312**	90	106	196	170	54	224
Total Volume	0	1145	1145	410	443	853	801	272	1073
% App. Total	0	100		48.1	51.9		74.7	25.3	
PHF	.000	.917	.917	.958	.845	.900	.807	.810	.808

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
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File Name : 01_FON_Cher_10W AM
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Start Date : 12/1/2022
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Groups Printed- Large 2 Axle Vehicles

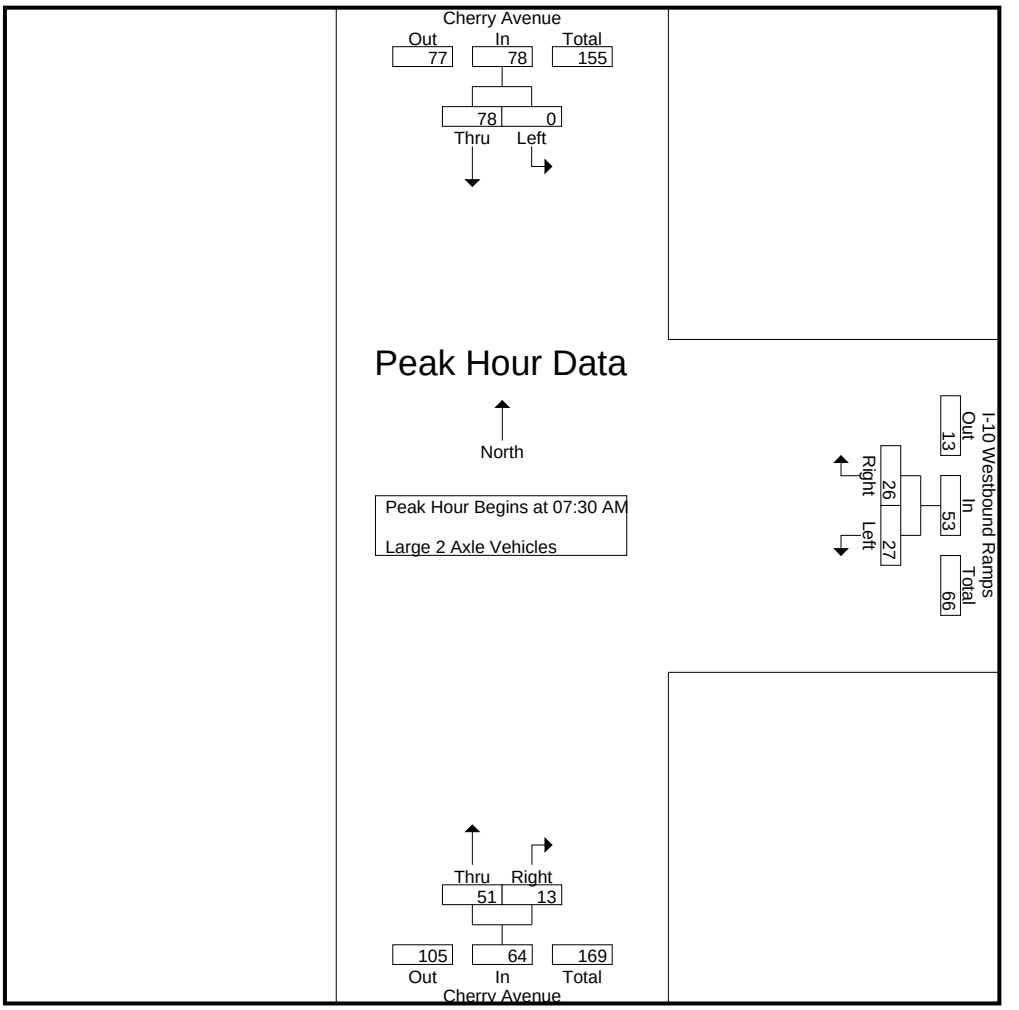
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	14	14	3	6	0	9	23	8	0	31	0	54	54
07:15 AM	0	22	22	3	4	1	7	10	2	0	12	1	41	42
07:30 AM	0	20	20	4	4	2	8	9	2	0	11	2	39	41
07:45 AM	0	20	20	9	5	1	14	17	7	0	24	1	58	59
Total	0	76	76	19	19	4	38	59	19	0	78	4	192	196
08:00 AM	0	21	21	5	10	2	15	11	1	0	12	2	48	50
08:15 AM	0	17	17	9	7	0	16	14	3	0	17	0	50	50
08:30 AM	0	13	13	10	4	0	14	9	3	0	12	0	39	39
08:45 AM	0	17	17	4	10	1	14	18	8	0	26	1	57	58
Total	0	68	68	28	31	3	59	52	15	0	67	3	194	197
Grand Total	0	144	144	47	50	7	97	111	34	0	145	7	386	393
Apprch %	0	100		48.5	51.5			76.6	23.4					
Total %	0	37.3	37.3	12.2	13		25.1	28.8	8.8		37.6	1.8	98.2	

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	20	20	4	4	8	9	2	11	39
07:45 AM	0	20	20	**9**	5	14	**17**	**7**	**24**	**58**
08:00 AM	0	**21**	**21**	5	**10**	15	11	1	12	48
08:15 AM	0	17	17	9	7	**16**	14	3	17	50
Total Volume	0	78	78	27	26	53	51	13	64	195
% App. Total	0	100		50.9	49.1		79.7	20.3		
PHF	.000	.929	.929	.750	.650	.828	.750	.464	.667	.841

Counts Unlimited, Inc.
PO Box 1178
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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W AM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	20	20	4	4	8	9	2	11
+15 mins.	0	20	20	**9**	5	14	**17**	**7**	**24**
+30 mins.	0	**21**	**21**	5	**10**	15	11	1	12
+45 mins.	0	17	17	9	7	**16**	14	3	17
Total Volume	0	78	78	27	26	53	51	13	64
% App. Total	0	100		50.9	49.1		79.7	20.3	
PHF	.000	.929	.929	.750	.650	.828	.750	.464	.667

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W AM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- 3 Axle Vehicles

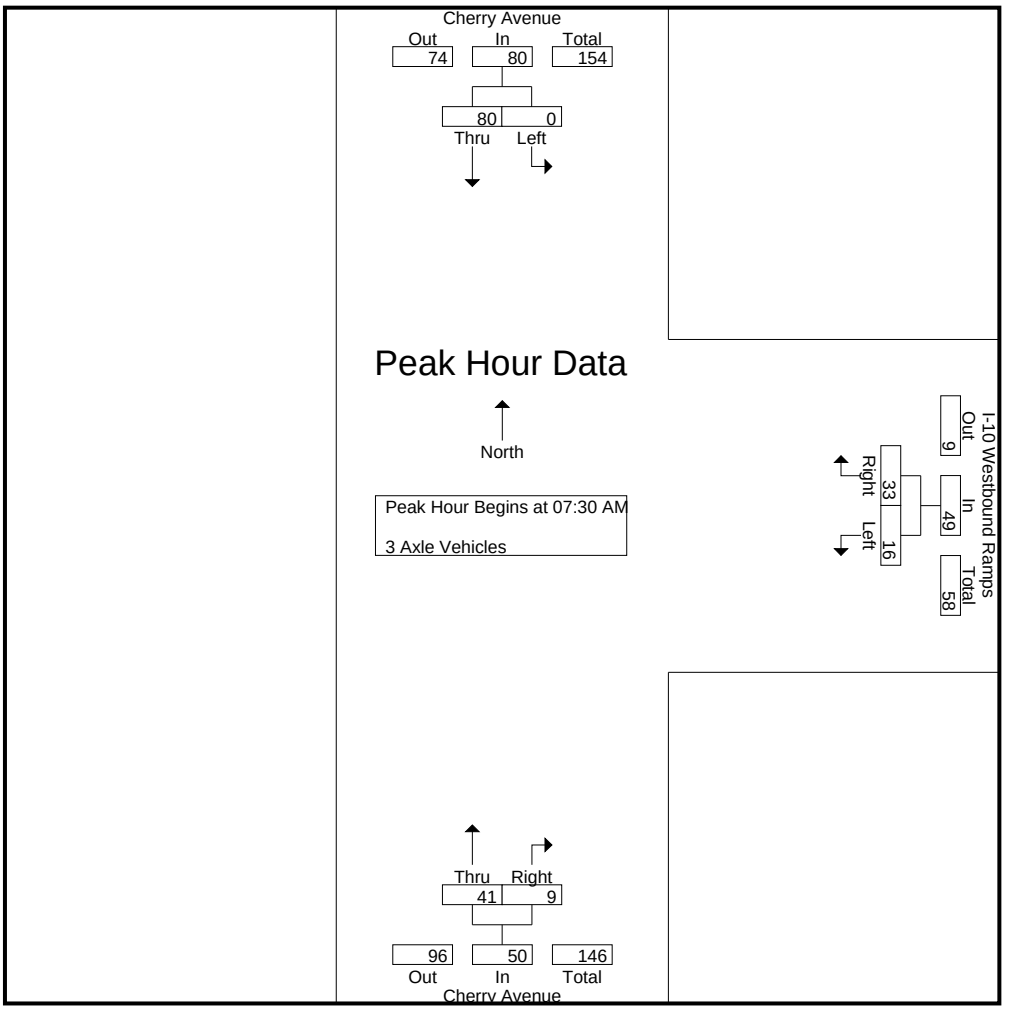
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	21	21	4	5	4	9	8	1	0	9	4	39	43
07:15 AM	0	15	15	3	6	1	9	13	1	0	14	1	38	39
07:30 AM	0	11	11	4	7	3	11	8	4	0	12	3	34	37
07:45 AM	0	17	17	2	11	4	13	11	2	0	13	4	43	47
Total	0	64	64	13	29	12	42	40	8	0	48	12	154	166
08:00 AM	0	30	30	5	6	0	11	9	1	0	10	0	51	51
08:15 AM	0	22	22	5	9	2	14	13	2	0	15	2	51	53
08:30 AM	0	20	20	4	8	2	12	8	3	0	11	2	43	45
08:45 AM	0	31	31	5	5	0	10	8	0	0	8	0	49	49
Total	0	103	103	19	28	4	47	38	6	0	44	4	194	198
Grand Total	0	167	167	32	57	16	89	78	14	0	92	16	348	364
Apprch %	0	100		36	64			84.8	15.2					
Total %	0	48	48	9.2	16.4		25.6	22.4	4		26.4	4.4	95.6	

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	11	11	4	7	11	8	**4**	12	34
07:45 AM	0	17	17	2	**11**	13	11	2	13	43
08:00 AM	0	**30**	**30**	**5**	6	11	9	1	10	**51**
08:15 AM	0	22	22	5	9	**14**	**13**	2	**15**	51
Total Volume	0	80	80	16	33	49	41	9	50	179
% App. Total	0	100		32.7	67.3		82	18		
PHF	.000	.667	.667	.800	.750	.875	.788	.563	.833	.877

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W AM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	11	11	4	7	11	8	**4**	12
+15 mins.	0	17	17	2	**11**	13	11	2	13
+30 mins.	0	**30**	**30**	**5**	6	11	9	1	10
+45 mins.	0	22	22	5	9	**14**	**13**	2	**15**
Total Volume	0	80	80	16	33	49	41	9	50
% App. Total	0	100		32.7	67.3		82	18	
PHF	.000	.667	.667	.800	.750	.875	.788	.563	.833

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W AM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- 4+ Axle Trucks

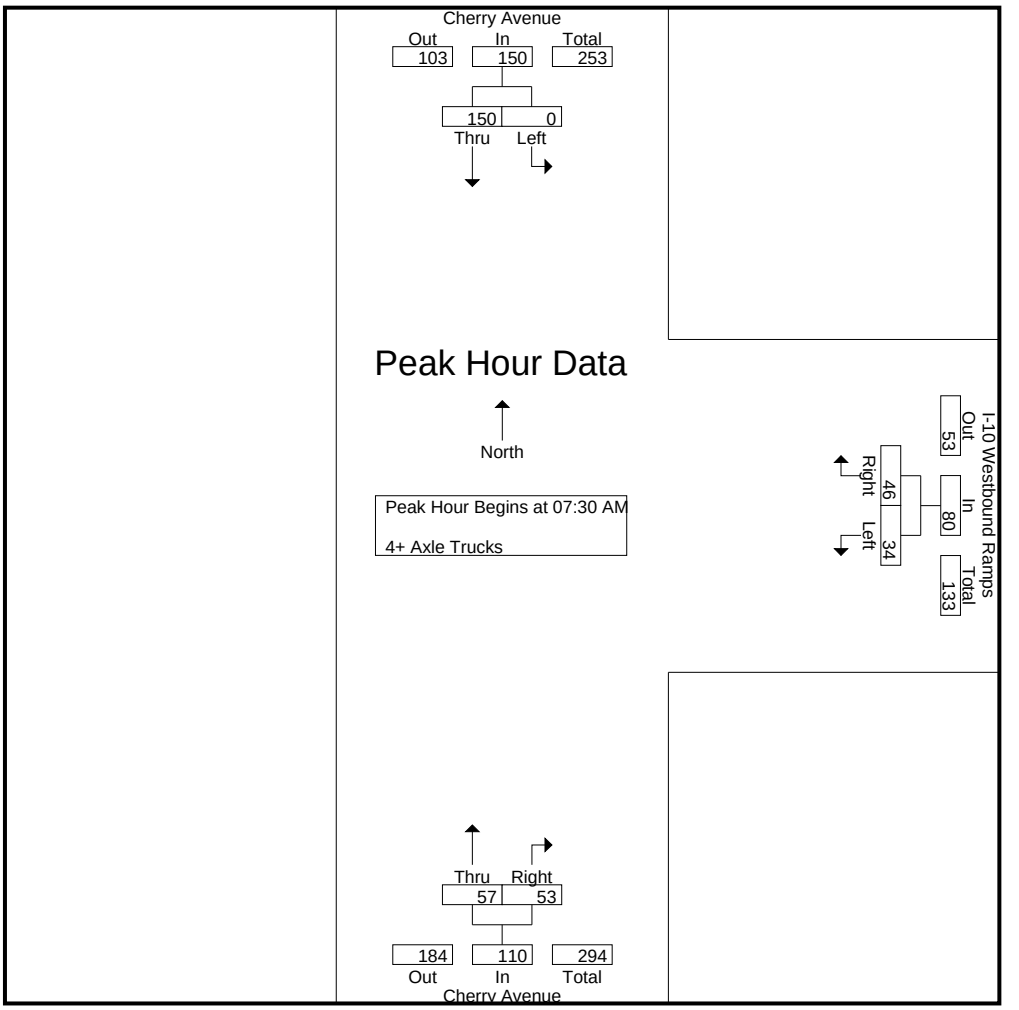
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	31	31	9	8	6	17	8	17	0	25	6	73	79
07:15 AM	0	31	31	8	11	3	19	15	23	0	38	3	88	91
07:30 AM	0	35	35	6	11	4	17	14	13	0	27	4	79	83
07:45 AM	0	35	35	8	8	1	16	16	12	0	28	1	79	80
Total	0	132	132	31	38	14	69	53	65	0	118	14	319	333
08:00 AM	0	39	39	8	14	7	22	14	8	0	22	7	83	90
08:15 AM	0	41	41	12	13	4	25	13	20	0	33	4	99	103
08:30 AM	0	41	41	17	18	3	35	16	16	0	32	3	108	111
08:45 AM	0	30	30	7	14	5	21	19	15	0	34	5	85	90
Total	0	151	151	44	59	19	103	62	59	0	121	19	375	394
Grand Total	0	283	283	75	97	33	172	115	124	0	239	33	694	727
Apprch %	0	100		43.6	56.4			48.1	51.9					
Total %	0	40.8	40.8	10.8	14		24.8	16.6	17.9		34.4	4.5	95.5	

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	35	35	6	11	17	14	13	27	79
07:45 AM	0	35	35	8	8	16	**16**	12	28	79
08:00 AM	0	39	39	8	**14**	22	14	8	22	83
08:15 AM	0	**41**	**41**	**12**	13	**25**	13	**20**	**33**	**99**
Total Volume	0	150	150	34	46	80	57	53	110	340
% App. Total	0	100		42.5	57.5		51.8	48.2		
PHF	.000	.915	.915	.708	.821	.800	.891	.663	.833	.859

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W AM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	35	35	6	11	17	14	13	27
+15 mins.	0	35	35	8	8	16	**16**	12	28
+30 mins.	0	39	39	8	**14**	22	14	8	22
+45 mins.	0	**41**	**41**	**12**	13	**25**	13	**20**	**33**
Total Volume	0	150	150	34	46	80	57	53	110
% App. Total	0	100		42.5	57.5		51.8	48.2	
PHF	.000	.915	.915	.708	.821	.800	.891	.663	.833

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
Start Date : 12/1/2022

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

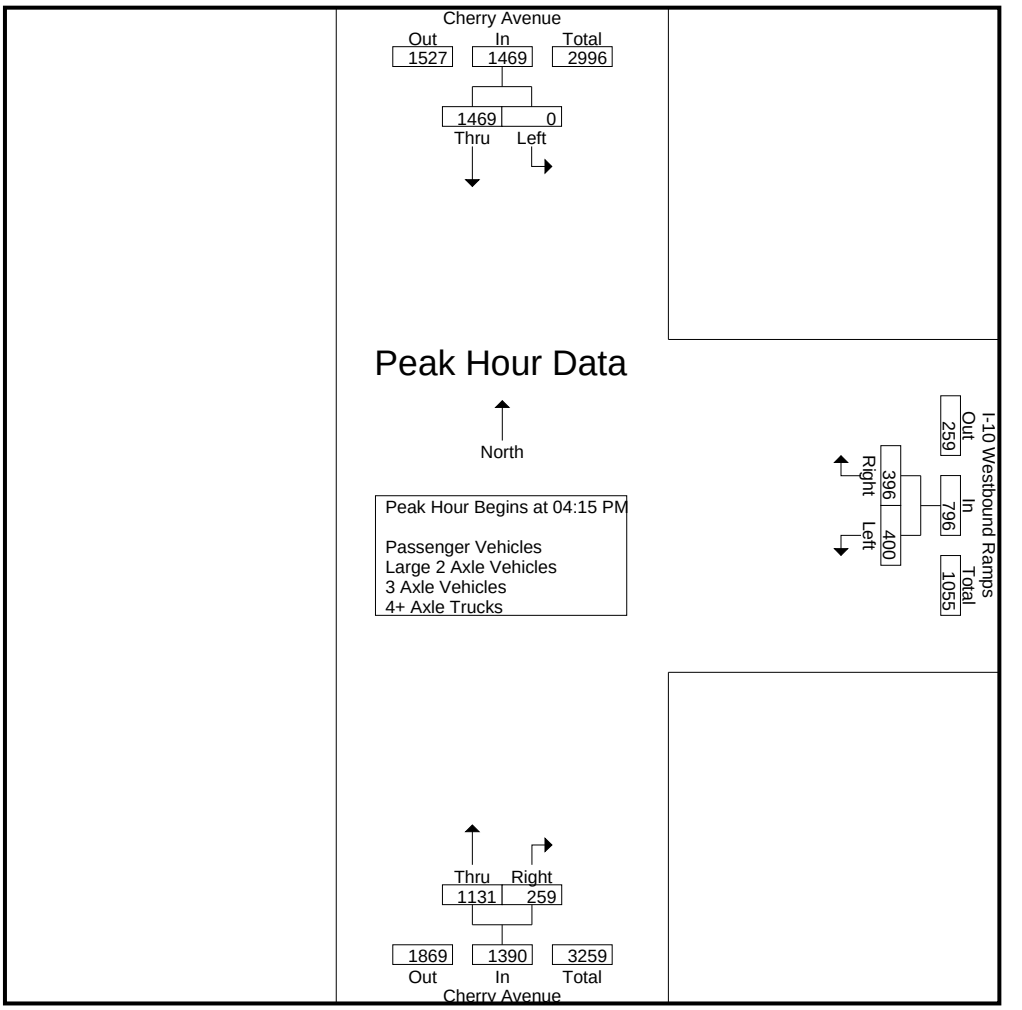
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	392	392	100	93	1	193	284	57	0	341	1	926	927
04:15 PM	0	333	333	91	98	7	189	272	52	0	324	7	846	853
04:30 PM	0	384	384	88	108	12	196	284	67	0	351	12	931	943
04:45 PM	0	374	374	111	98	11	209	283	71	0	354	11	937	948
Total	0	1483	1483	390	397	31	787	1123	247	0	1370	31	3640	3671
05:00 PM	0	378	378	110	92	3	202	292	69	0	361	3	941	944
05:15 PM	0	338	338	92	87	4	179	244	68	0	312	4	829	833
05:30 PM	0	334	334	88	90	8	178	307	58	0	365	8	877	885
05:45 PM	0	262	262	100	94	12	194	219	73	0	292	12	748	760
Total	0	1312	1312	390	363	27	753	1062	268	0	1330	27	3395	3422
Grand Total	0	2795	2795	780	760	58	1540	2185	515	0	2700	58	7035	7093
Apprch %	0	100		50.6	49.4			80.9	19.1					
Total %	0	39.7	39.7	11.1	10.8		21.9	31.1	7.3		38.4	0.8	99.2	
Passenger Vehicles	0	2418	2418	628	603		1283	1936	431		2367	0	0	6068
% Passenger Vehicles	0	86.5	86.5	80.5	79.3	89.7	80.3	88.6	83.7	0	87.7	0	0	85.5
Large 2 Axle Vehicles	0	61	61	21	31		56	65	15		80	0	0	197
% Large 2 Axle Vehicles	0	2.2	2.2	2.7	4.1	6.9	3.5	3	2.9	0	3	0	0	2.8
3 Axle Vehicles	0	123	123	55	29		85	88	11		99	0	0	307
% 3 Axle Vehicles	0	4.4	4.4	7.1	3.8	1.7	5.3	4	2.1	0	3.7	0	0	4.3
4+ Axle Trucks	0	193	193	76	97		174	96	58		154	0	0	521
% 4+ Axle Trucks	0	6.9	6.9	9.7	12.8	1.7	10.9	4.4	11.3	0	5.7	0	0	7.3

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	333	333	91	98	189	272	52	324	846
04:30 PM	0	**384**	**384**	88	**108**	196	284	67	351	931
04:45 PM	0	374	374	**111**	98	**209**	283	**71**	354	937
05:00 PM	0	378	378	110	92	202	**292**	69	**361**	**941**
Total Volume	0	1469	1469	400	396	796	1131	259	1390	3655
% App. Total	0	100		50.3	49.7		81.4	18.6		
PHF	.000	.956	.956	.901	.917	.952	.968	.912	.963	.971

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:45 PM		
+0 mins.	0	**392**	**392**	91	98	189	283	**71**	354
+15 mins.	0	333	333	88	**108**	196	292	69	361
+30 mins.	0	384	384	**111**	98	**209**	244	68	312
+45 mins.	0	374	374	110	92	202	**307**	58	**365**
Total Volume	0	1483	1483	400	396	796	1126	266	1392
% App. Total	0	100		50.3	49.7		80.9	19.1	
PHF	.000	.946	.946	.901	.917	.952	.917	.937	.953

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- Passenger Vehicles

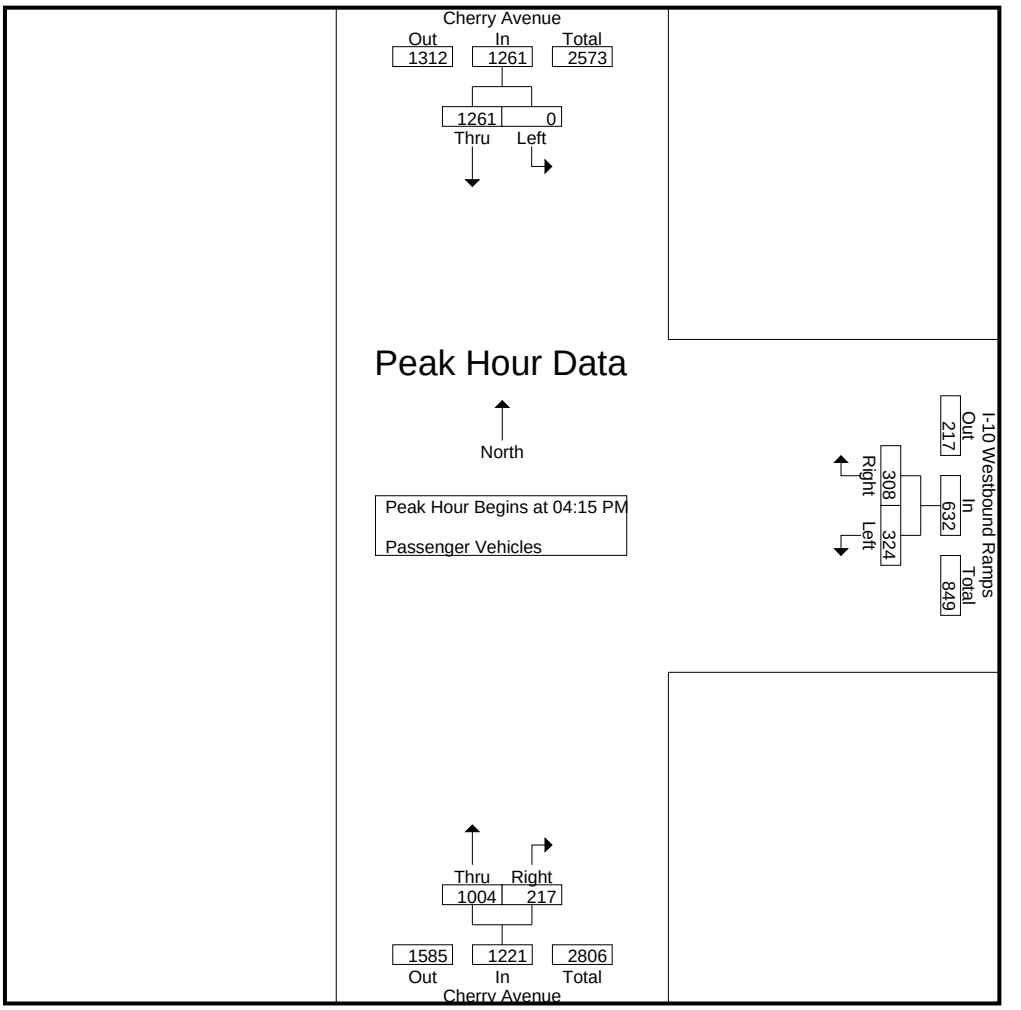
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	345	345	80	78	1	158	240	46	0	286	1	789	790
04:15 PM	0	286	286	72	72	4	144	235	43	0	278	4	708	712
04:30 PM	0	323	323	75	91	11	166	251	54	0	305	11	794	805
04:45 PM	0	331	331	92	79	11	171	247	59	0	306	11	808	819
Total	0	1285	1285	319	320	27	639	973	202	0	1175	27	3099	3126
05:00 PM	0	321	321	85	66	3	151	271	61	0	332	3	804	807
05:15 PM	0	289	289	74	71	3	145	219	60	0	279	3	713	716
05:30 PM	0	294	294	69	66	7	135	278	48	0	326	7	755	762
05:45 PM	0	229	229	81	80	12	161	195	60	0	255	12	645	657
Total	0	1133	1133	309	283	25	592	963	229	0	1192	25	2917	2942
Grand Total	0	2418	2418	628	603	52	1231	1936	431	0	2367	52	6016	6068
Apprch %	0	100		51	49			81.8	18.2					
Total %	0	40.2	40.2	10.4	10		20.5	32.2	7.2		39.3	0.9	99.1	

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	286	286	72	72	144	235	43	278	708
04:30 PM	0	323	323	75	**91**	166	251	54	305	794
04:45 PM	0	**331**	**331**	**92**	79	**171**	247	59	306	**808**
05:00 PM	0	321	321	85	66	151	**271**	**61**	**332**	804
Total Volume	0	1261	1261	324	308	632	1004	217	1221	3114
% App. Total	0	100		51.3	48.7		82.2	17.8		
PHF	.000	.952	.952	.880	.846	.924	.926	.889	.919	.963

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	286	286	72	72	144	235	43	278
+15 mins.	0	323	323	75	**91**	166	251	54	305
+30 mins.	0	**331**	**331**	**92**	79	**171**	247	59	306
+45 mins.	0	321	321	85	66	151	**271**	**61**	**332**
Total Volume	0	1261	1261	324	308	632	1004	217	1221
% App. Total	0	100		51.3	48.7		82.2	17.8	
PHF	.000	.952	.952	.880	.846	.924	.926	.889	.919

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

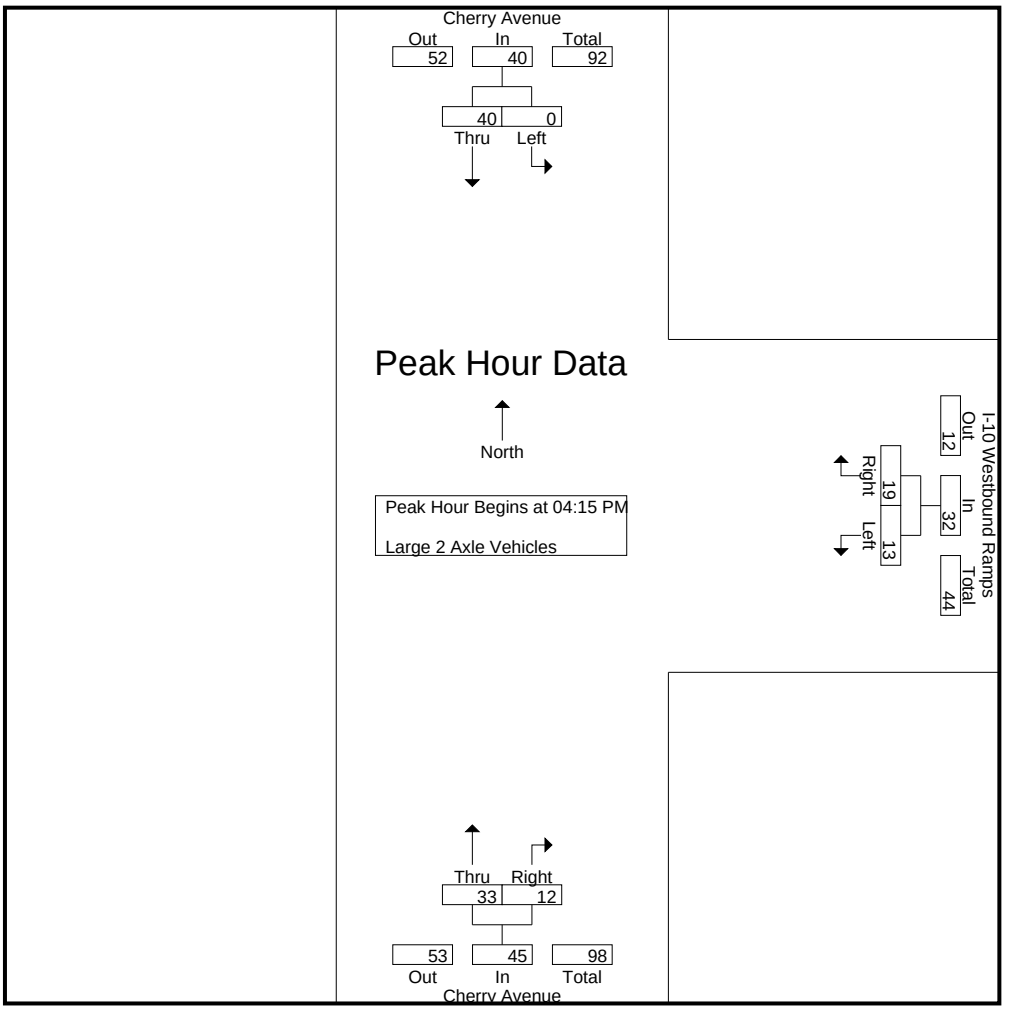
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	10	10	2	5	0	7	10	1	0	11	0	28	28
04:15 PM	0	9	9	5	7	2	12	11	1	0	12	2	33	35
04:30 PM	0	13	13	2	4	1	6	7	1	0	8	1	27	28
04:45 PM	0	6	6	2	2	0	4	12	6	0	18	0	28	28
Total	0	38	38	11	18	3	29	40	9	0	49	3	116	119
05:00 PM	0	12	12	4	6	0	10	3	4	0	7	0	29	29
05:15 PM	0	3	3	1	3	0	4	6	0	0	6	0	13	13
05:30 PM	0	5	5	5	3	1	8	8	1	0	9	1	22	23
05:45 PM	0	3	3	0	1	0	1	8	1	0	9	0	13	13
Total	0	23	23	10	13	1	23	25	6	0	31	1	77	78
Grand Total	0	61	61	21	31	4	52	65	15	0	80	4	193	197
Apprch %	0	100		40.4	59.6			81.2	18.8					
Total %	0	31.6	31.6	10.9	16.1		26.9	33.7	7.8		41.5	2	98	

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	9	9	**5**	**7**	**12**	11	1	12	**33**
04:30 PM	0	**13**	**13**	2	4	6	7	1	8	27
04:45 PM	0	6	6	2	2	4	**12**	**6**	**18**	28
05:00 PM	0	12	12	4	6	10	3	4	7	29
Total Volume	0	40	40	13	19	32	33	12	45	117
% App. Total	0	100		40.6	59.4		73.3	26.7		
PHF	.000	.769	.769	.650	.679	.667	.688	.500	.625	.886

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	9	9	**5**	**7**	**12**	11	1	12
+15 mins.	0	**13**	**13**	2	4	6	7	1	8
+30 mins.	0	6	6	2	2	4	**12**	**6**	**18**
+45 mins.	0	12	12	4	6	10	3	4	7
Total Volume	0	40	40	13	19	32	33	12	45
% App. Total	0	100		40.6	59.4		73.3	26.7	
PHF	.000	.769	.769	.650	.679	.667	.688	.500	.625

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

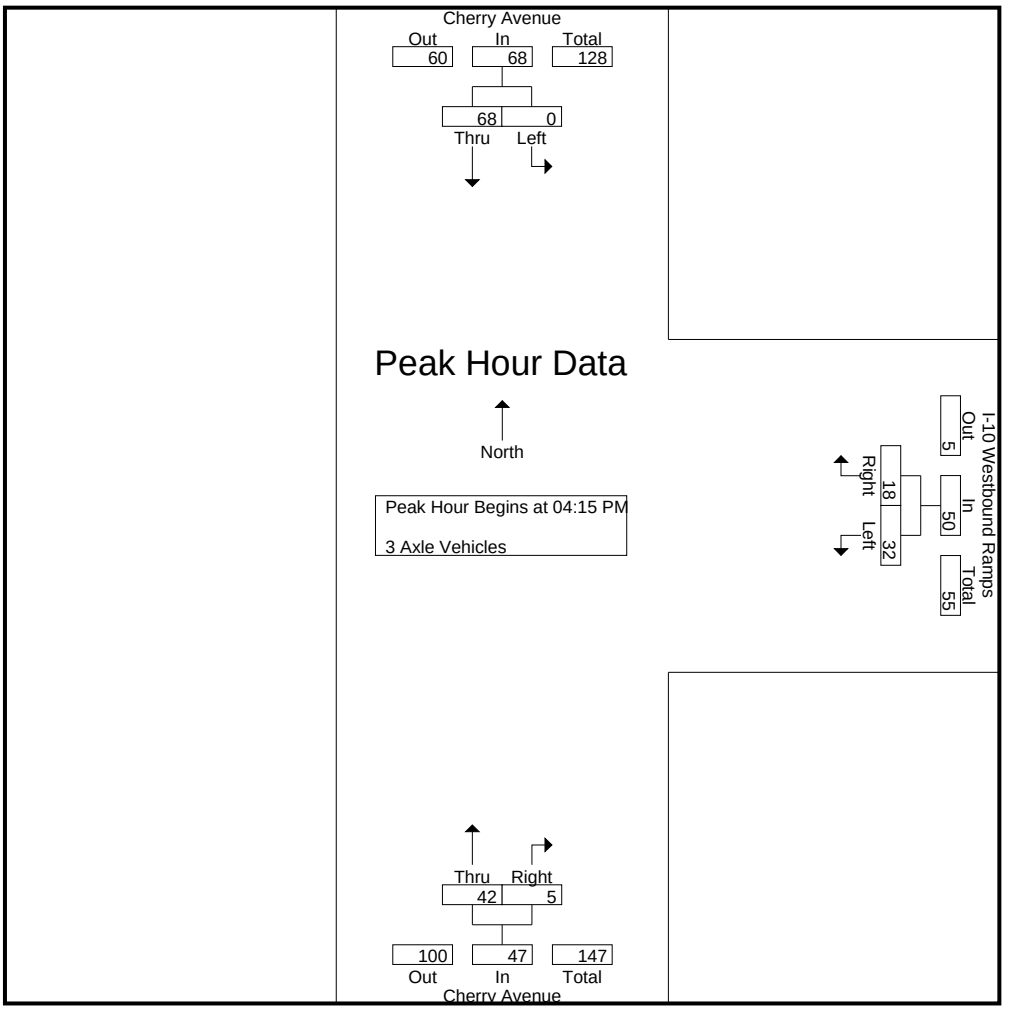
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	15	15	11	3	0	14	16	0	0	16	0	45	45
04:15 PM	0	14	14	10	5	1	15	9	1	0	10	1	39	40
04:30 PM	0	22	22	5	5	0	10	12	2	0	14	0	46	46
04:45 PM	0	14	14	8	4	0	12	12	2	0	14	0	40	40
Total	0	65	65	34	17	1	51	49	5	0	54	1	170	171
05:00 PM	0	18	18	9	4	0	13	9	0	0	9	0	40	40
05:15 PM	0	18	18	8	2	0	10	10	1	0	11	0	39	39
05:30 PM	0	12	12	1	1	0	2	11	2	0	13	0	27	27
05:45 PM	0	10	10	3	5	0	8	9	3	0	12	0	30	30
Total	0	58	58	21	12	0	33	39	6	0	45	0	136	136
Grand Total	0	123	123	55	29	1	84	88	11	0	99	1	306	307
Apprch %	0	100		65.5	34.5			88.9	11.1					
Total %	0	40.2	40.2	18	9.5		27.5	28.8	3.6		32.4	0.3	99.7	

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	14	14	**10**	**5**	**15**	9	1	10	39
04:30 PM	0	**22**	**22**	5	5	10	**12**	**2**	**14**	**46**
04:45 PM	0	14	14	8	4	12	12	2	14	40
05:00 PM	0	18	18	9	4	13	9	0	9	40
Total Volume	0	68	68	32	18	50	42	5	47	165
% App. Total	0	100		64	36		89.4	10.6		
PHF	.000	.773	.773	.800	.900	.833	.875	.625	.839	.897

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	14	14	**10**	**5**	**15**	9	1	10
+15 mins.	0	**22**	**22**	5	5	10	**12**	**2**	**14**
+30 mins.	0	14	14	8	4	12	12	2	14
+45 mins.	0	18	18	9	4	13	9	0	9
Total Volume	0	68	68	32	18	50	42	5	47
% App. Total	0	100		64	36		89.4	10.6	
PHF	.000	.773	.773	.800	.900	.833	.875	.625	.839

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
Start Date : 12/1/2022

Groups Printed- 4+ Axle Trucks

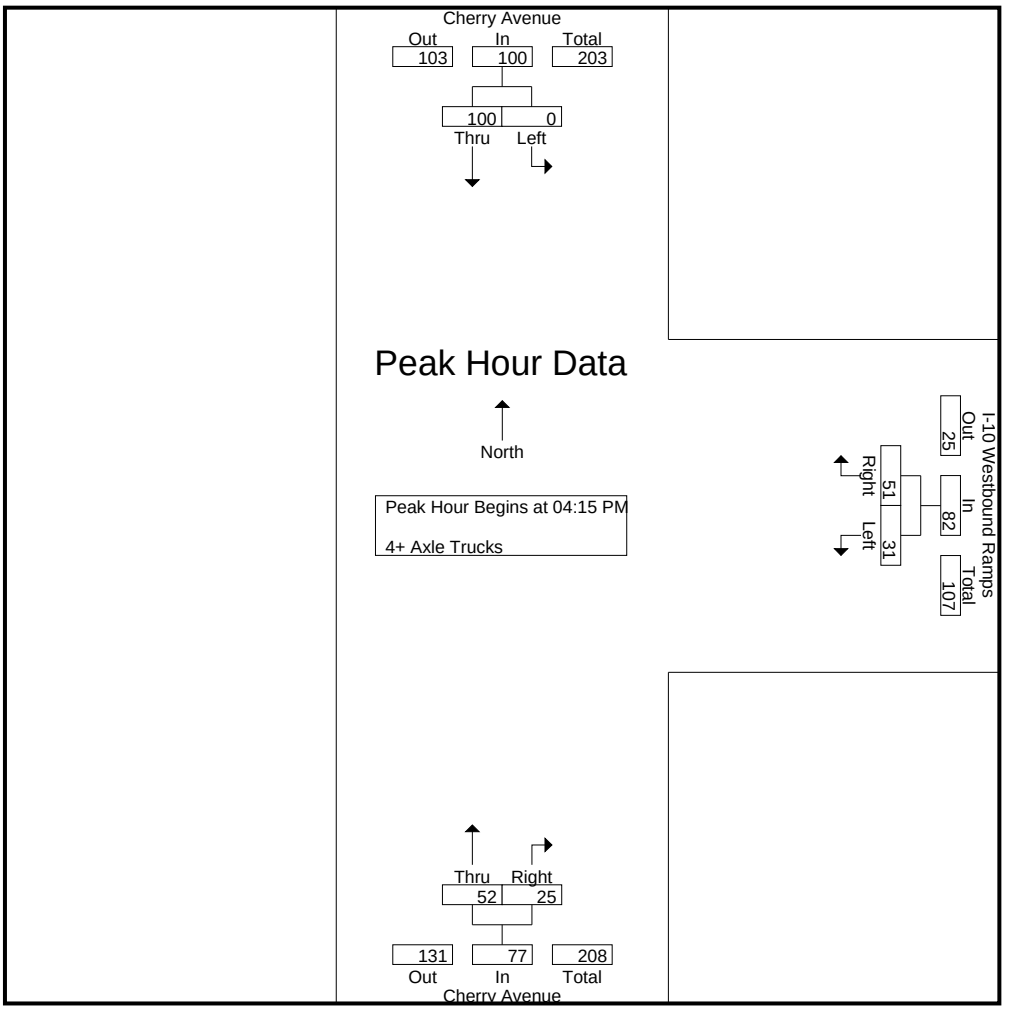
	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound				Cherry Avenue Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	22	22	7	7	0	14	18	10	0	28	0	64	64
04:15 PM	0	24	24	4	14	0	18	17	7	0	24	0	66	66
04:30 PM	0	26	26	6	8	0	14	14	10	0	24	0	64	64
04:45 PM	0	23	23	9	13	0	22	12	4	0	16	0	61	61
Total	0	95	95	26	42	0	68	61	31	0	92	0	255	255
05:00 PM	0	27	27	12	16	0	28	9	4	0	13	0	68	68
05:15 PM	0	28	28	9	11	1	20	9	7	0	16	1	64	65
05:30 PM	0	23	23	13	20	0	33	10	7	0	17	0	73	73
05:45 PM	0	20	20	16	8	0	24	7	9	0	16	0	60	60
Total	0	98	98	50	55	1	105	35	27	0	62	1	265	266
Grand Total	0	193	193	76	97	1	173	96	58	0	154	1	520	521
Apprch %	0	100		43.9	56.1			62.3	37.7					
Total %	0	37.1	37.1	14.6	18.7		33.3	18.5	11.2		29.6	0.2	99.8	

	Cherry Avenue Southbound			I-10 Westbound Ramps Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	24	24	4	14	18	**17**	7	**24**	66
04:30 PM	0	26	26	6	8	14	14	**10**	24	64
04:45 PM	0	23	23	9	13	22	12	4	16	61
05:00 PM	0	**27**	**27**	**12**	**16**	**28**	9	4	13	**68**
Total Volume	0	100	100	31	51	82	52	25	77	259
% App. Total	0	100		37.8	62.2		67.5	32.5		
PHF	.000	.926	.926	.646	.797	.732	.765	.625	.802	.952

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_FON_Cher_10W PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	24	24	4	14	18	**17**	7	**24**
+15 mins.	0	26	26	6	8	14	14	**10**	24
+30 mins.	0	23	23	9	13	22	12	4	16
+45 mins.	0	**27**	**27**	**12**	**16**	**28**	9	4	13
Total Volume	0	100	100	31	51	82	52	25	77
% App. Total	0	100		37.8	62.2		67.5	32.5	
PHF	.000	.926	.926	.646	.797	.732	.765	.625	.802

Location: Fontana
N/S: Cherry Avenue
E/W: I-10 WB Ramps

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Cherry Avenue	East Leg I-10 WB Ramps	South Leg Cherry Avenue	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Cherry Avenue	East Leg I-10 WB Ramps	South Leg Cherry Avenue	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Fontana
N/S: Cherry Avenue
E/W: I-10 WB Ramps

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Cherry Avenue			Westbound I-10 WB Ramps			Northbound Cherry Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	3	0	0	0	0	4

	Southbound Cherry Avenue			Westbound I-10 WB Ramps			Northbound Cherry Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

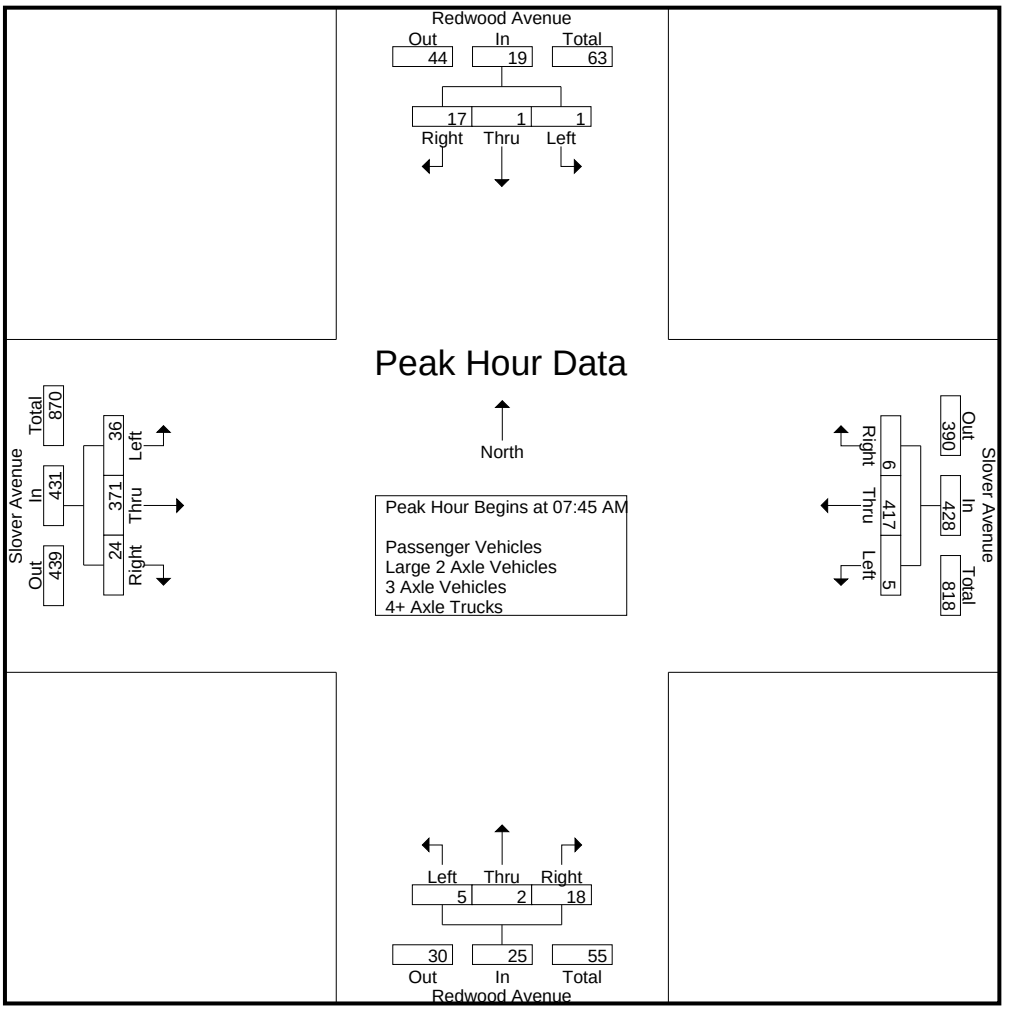
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	2	5	10	85	2	97	1	0	0	1	6	74	2	82	185
07:15 AM	0	0	3	3	1	105	1	107	2	0	2	4	3	75	6	84	198
07:30 AM	0	2	3	5	5	123	2	130	0	0	3	3	6	65	4	75	213
07:45 AM	1	0	2	3	1	132	2	135	2	0	1	3	15	89	5	109	250
Total	4	2	10	16	17	445	7	469	5	0	6	11	30	303	17	350	846
08:00 AM	0	0	11	11	4	101	1	106	0	1	3	4	10	88	5	103	224
08:15 AM	0	1	3	4	0	80	1	81	1	0	3	4	6	98	7	111	200
08:30 AM	0	0	1	1	0	104	2	106	2	1	11	14	5	96	7	108	229
08:45 AM	1	0	0	1	3	67	0	70	0	0	3	3	8	94	5	107	181
Total	1	1	15	17	7	352	4	363	3	2	20	25	29	376	24	429	834
Grand Total	5	3	25	33	24	797	11	832	8	2	26	36	59	679	41	779	1680
Apprch %	15.2	9.1	75.8		2.9	95.8	1.3		22.2	5.6	72.2		7.6	87.2	5.3		
Total %	0.3	0.2	1.5	2	1.4	47.4	0.7	49.5	0.5	0.1	1.5	2.1	3.5	40.4	2.4	46.4	
Passenger Vehicles	5	3	12	20	22	573	10	605	5	2	17	24	52	506	28	586	1235
% Passenger Vehicles	100	100	48	60.6	91.7	71.9	90.9	72.7	62.5	100	65.4	66.7	88.1	74.5	68.3	75.2	73.5
Large 2 Axle Vehicles	0	0	5	5	0	63	0	63	1	0	6	7	1	41	4	46	121
% Large 2 Axle Vehicles	0	0	20	15.2	0	7.9	0	7.6	12.5	0	23.1	19.4	1.7	6	9.8	5.9	7.2
3 Axle Vehicles	0	0	2	2	2	50	1	53	0	0	1	1	6	41	2	49	105
% 3 Axle Vehicles	0	0	8	6.1	8.3	6.3	9.1	6.4	0	0	3.8	2.8	10.2	6	4.9	6.3	6.2
4+ Axle Trucks	0	0	6	6	0	111	0	111	2	0	2	4	0	91	7	98	219
% 4+ Axle Trucks	0	0	24	18.2	0	13.9	0	13.3	25	0	7.7	11.1	0	13.4	17.1	12.6	13

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	0	2	3	1	**132**	**2**	**135**	**2**	0	1	3	**15**	89	5	109	**250**
08:00 AM	0	0	**11**	**11**	**4**	101	1	106	0	**1**	3	4	10	88	5	103	224
08:15 AM	0	**1**	3	4	0	80	1	81	1	0	3	4	6	**98**	**7**	**111**	200
08:30 AM	0	0	1	1	0	104	2	106	2	1	**11**	**14**	5	96	7	108	229
Total Volume	1	1	17	19	5	417	6	428	5	2	18	25	36	371	24	431	903
% App. Total	5.3	5.3	89.5		1.2	97.4	1.4		20	8	72		8.4	86.1	5.6		
PHF	.250	.250	.386	.432	.313	.790	.750	.793	.625	.500	.409	.446	.600	.946	.857	.971	.903

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	0	**2**	3	5	1	105	1	107	**2**	0	1	3	**15**	89	5	109
+15 mins.	**1**	0	2	3	**5**	123	**2**	130	0	**1**	3	4	10	88	5	103
+30 mins.	0	0	**11**	**11**	1	**132**	2	**135**	1	0	3	4	6	**98**	**7**	**111**
+45 mins.	0	1	3	4	4	101	1	106	2	1	**11**	**14**	5	96	7	108
Total Volume	1	3	19	23	11	461	6	478	5	2	18	25	36	371	24	431
% App. Total	4.3	13	82.6		2.3	96.4	1.3		20	8	72		8.4	86.1	5.6	
PHF	.250	.375	.432	.523	.550	.873	.750	.885	.625	.500	.409	.446	.600	.946	.857	.971

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- Passenger Vehicles

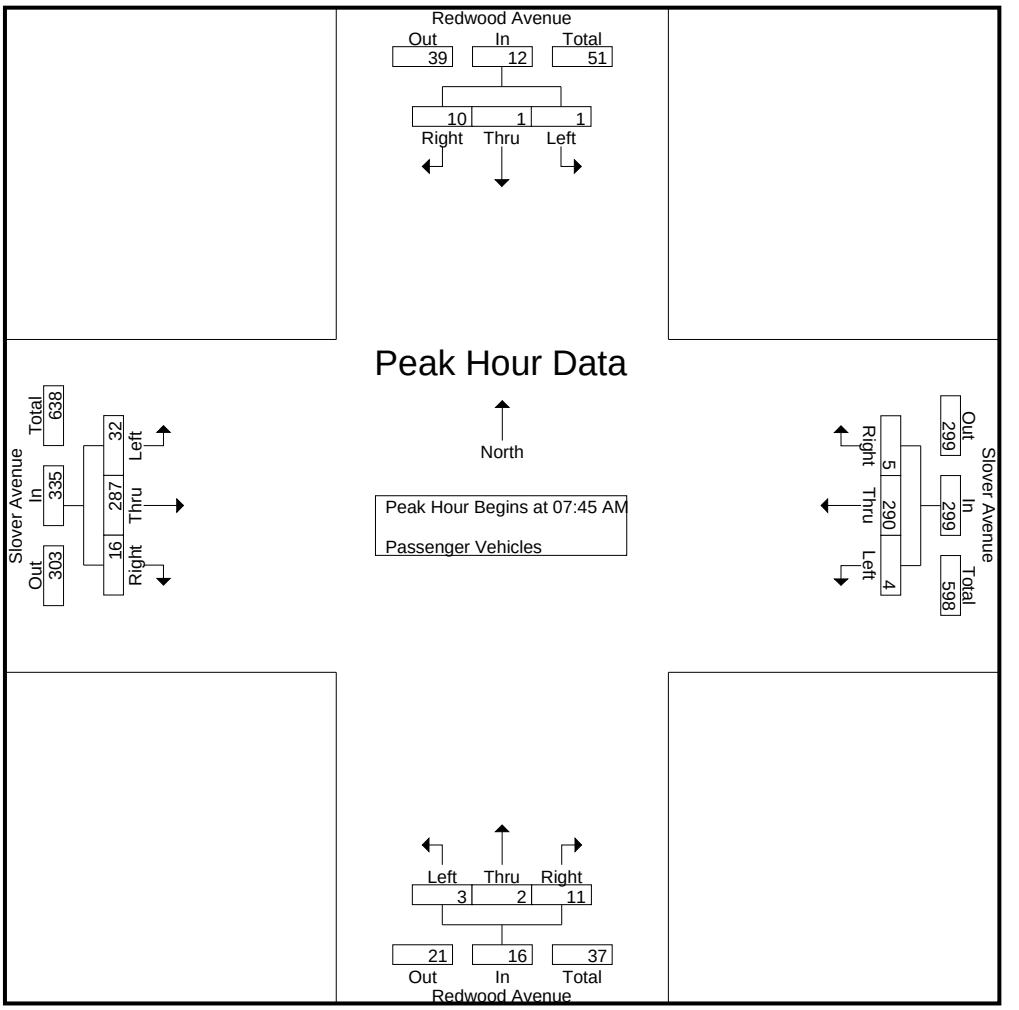
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	1	4	10	64	2	76	0	0	0	0	4	57	2	63	143
07:15 AM	0	0	1	1	1	79	1	81	2	0	1	3	3	56	4	63	148
07:30 AM	0	2	0	2	4	97	2	103	0	0	2	2	5	48	4	57	164
07:45 AM	1	0	1	2	1	95	2	98	2	0	1	3	14	72	3	89	192
Total	4	2	3	9	16	335	7	358	4	0	4	8	26	233	13	272	647
08:00 AM	0	0	6	6	3	72	0	75	0	1	2	3	9	68	4	81	165
08:15 AM	0	1	2	3	0	54	1	55	0	0	1	1	5	74	5	84	143
08:30 AM	0	0	1	1	0	69	2	71	1	1	7	9	4	73	4	81	162
08:45 AM	1	0	0	1	3	43	0	46	0	0	3	3	8	58	2	68	118
Total	1	1	9	11	6	238	3	247	1	2	13	16	26	273	15	314	588
Grand Total	5	3	12	20	22	573	10	605	5	2	17	24	52	506	28	586	1235
Apprch %	25	15	60		3.6	94.7	1.7		20.8	8.3	70.8		8.9	86.3	4.8		
Total %	0.4	0.2	1	1.6	1.8	46.4	0.8	49	0.4	0.2	1.4	1.9	4.2	41	2.3	47.4	

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	0	1	2	1	**95**	**2**	**98**	**2**	0	1	3	**14**	72	3	**89**	**192**
08:00 AM	0	0	**6**	**6**	**3**	72	0	75	0	**1**	2	3	9	68	4	81	165
08:15 AM	0	**1**	2	3	0	54	1	55	0	0	1	1	5	**74**	**5**	84	143
08:30 AM	0	0	1	1	0	69	2	71	1	1	**7**	**9**	4	73	4	81	162
Total Volume	1	1	10	12	4	290	5	299	3	2	11	16	32	287	16	335	662
% App. Total	8.3	8.3	83.3		1.3	97	1.7		18.8	12.5	68.8		9.6	85.7	4.8		
PHF	.250	.250	.417	.500	.333	.763	.625	.763	.375	.500	.393	.444	.571	.970	.800	.941	.862

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**1**	0	1	2	1	**95**	**2**	**98**	**2**	0	1	3	**14**	72	3	**89**
+15 mins.	0	0	**6**	**6**	**3**	72	0	75	0	**1**	2	3	9	68	4	81
+30 mins.	0	**1**	2	3	0	54	1	55	0	0	1	1	5	**74**	**5**	84
+45 mins.	0	0	1	1	0	69	2	71	1	1	**7**	**9**	4	73	4	81
Total Volume	1	1	10	12	4	290	5	299	3	2	11	16	32	287	16	335
% App. Total	8.3	8.3	83.3		1.3	97	1.7		18.8	12.5	68.8		9.6	85.7	4.8	
PHF	.250	.250	.417	.500	.333	.763	.625	.763	.375	.500	.393	.444	.571	.970	.800	.941

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

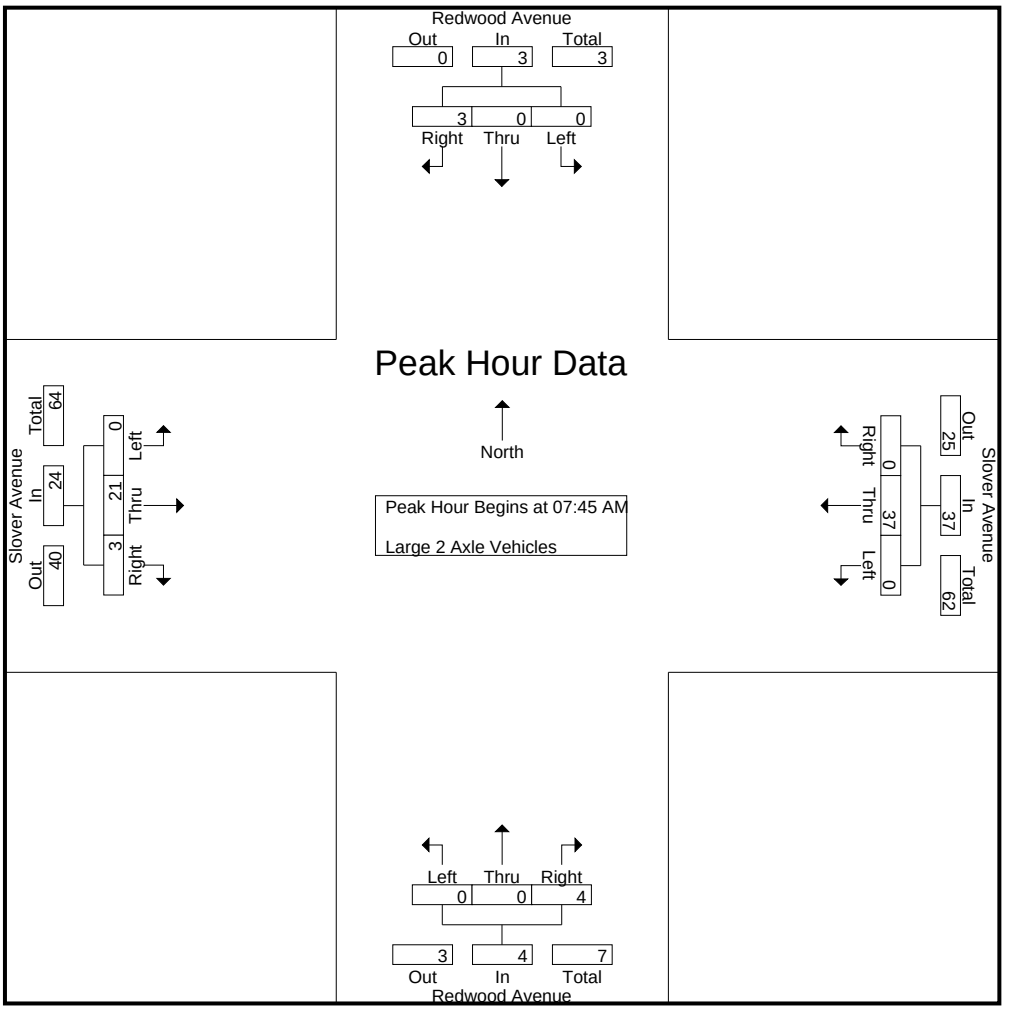
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	7	0	7	13
07:15 AM	0	0	1	1	0	7	0	7	0	0	1	1	0	2	1	3	12
07:30 AM	0	0	1	1	0	5	0	5	0	0	1	1	1	4	0	5	12
07:45 AM	0	0	1	1	0	14	0	14	0	0	0	0	0	6	1	7	22
Total	0	0	3	3	0	31	0	31	1	0	2	3	1	19	2	22	59
08:00 AM	0	0	2	2	0	8	0	8	0	0	0	0	0	2	0	2	12
08:15 AM	0	0	0	0	0	8	0	8	0	0	2	2	0	7	1	8	18
08:30 AM	0	0	0	0	0	7	0	7	0	0	2	2	0	6	1	7	16
08:45 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
Total	0	0	2	2	0	32	0	32	0	0	4	4	0	22	2	24	62
Grand Total	0	0	5	5	0	63	0	63	1	0	6	7	1	41	4	46	121
Apprch %	0	0	100		0	100	0		14.3	0	85.7		2.2	89.1	8.7		
Total %	0	0	4.1	4.1	0	52.1	0	52.1	0.8	0	5	5.8	0.8	33.9	3.3	38	

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	1	1	0	**14**	0	**14**	0	0	0	0	0	6	**1**	7	**22**
08:00 AM	0	0	**2**	**2**	0	8	0	8	0	0	0	0	0	2	0	2	12
08:15 AM	0	0	0	0	0	8	0	8	0	0	**2**	**2**	0	**7**	1	**8**	18
08:30 AM	0	0	0	0	0	7	0	7	0	0	2	2	0	6	1	7	16
Total Volume	0	0	3	3	0	37	0	37	0	0	4	4	0	21	3	24	68
% App. Total	0	0	100		0	100	0		0	0	100		0	87.5	12.5		
PHF	.000	.000	.375	.375	.000	.661	.000	.661	.000	.000	.500	.500	.000	.750	.750	.750	.773

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City of Fontana
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Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
Start Date : 2/7/2023
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	1	1	0	**14**	0	**14**	0	0	0	0	0	6	**1**	7
+15 mins.	0	0	**2**	**2**	0	8	0	8	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	8	0	8	0	0	**2**	**2**	0	**7**	1	**8**
+45 mins.	0	0	0	0	0	7	0	7	0	0	2	2	0	6	1	7
Total Volume	0	0	3	3	0	37	0	37	0	0	4	4	0	21	3	24
% App. Total	0	0	100		0	100	0		0	0	100		0	87.5	12.5	
PHF	.000	.000	.375	.375	.000	.661	.000	.661	.000	.000	.500	.500	.000	.750	.750	.750

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City of Fontana
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E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

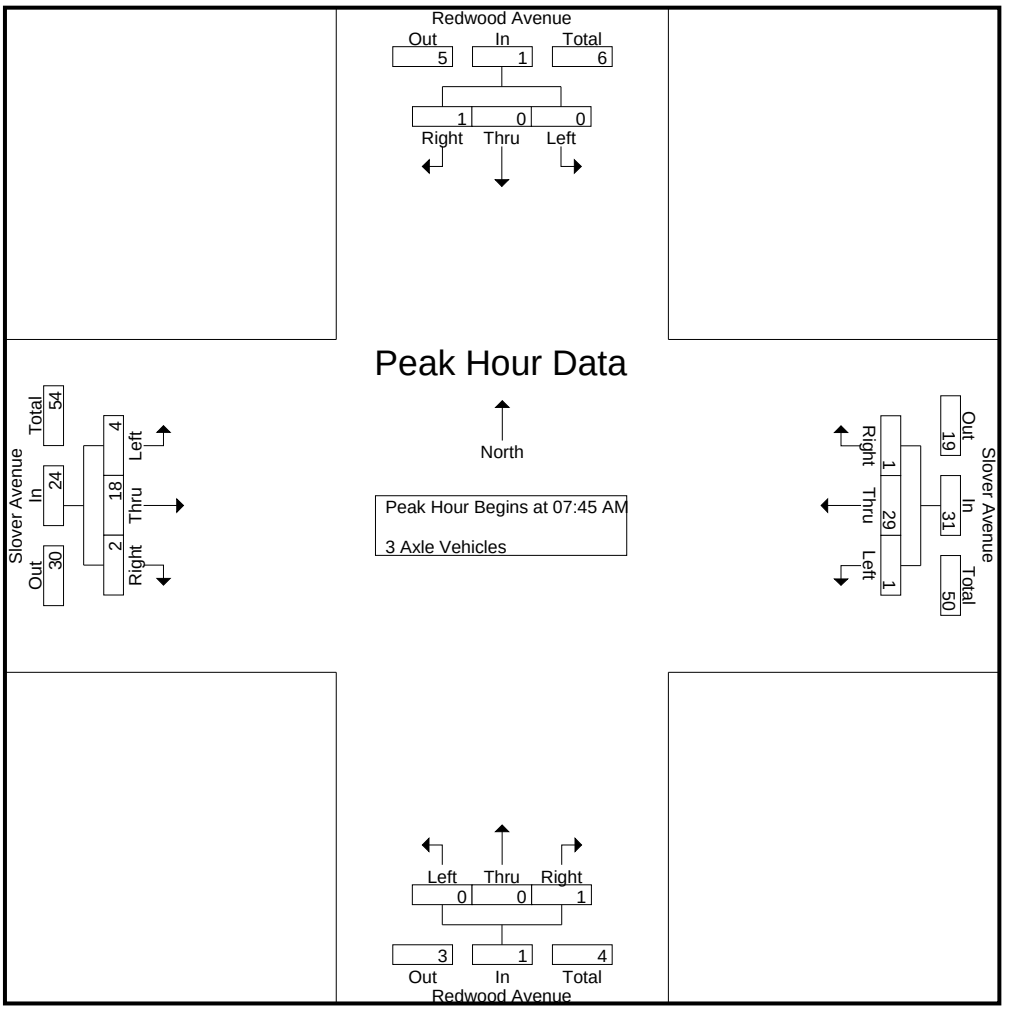
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	2	4	0	6	12
07:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
07:30 AM	0	0	1	1	1	4	0	5	0	0	0	0	0	4	0	4	10
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	1	3	0	4	9
Total	0	0	1	1	1	22	0	23	0	0	0	0	3	19	0	22	46
08:00 AM	0	0	1	1	1	8	1	10	0	0	0	0	1	5	0	6	17
08:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	1	6	0	7	16
08:30 AM	0	0	0	0	0	7	0	7	0	0	1	1	1	4	2	7	15
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Total	0	0	1	1	1	28	1	30	0	0	1	1	3	22	2	27	59
Grand Total	0	0	2	2	2	50	1	53	0	0	1	1	6	41	2	49	105
Apprch %	0	0	100		3.8	94.3	1.9		0	0	100		12.2	83.7	4.1		
Total %	0	0	1.9	1.9	1.9	47.6	1	50.5	0	0	1	1	5.7	39	1.9	46.7	

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	**1**	3	0	4	9
08:00 AM	0	0	**1**	**1**	**1**	8	**1**	**10**	0	0	0	0	1	5	0	6	**17**
08:15 AM	0	0	0	0	0	**9**	0	9	0	0	0	0	1	**6**	0	**7**	16
08:30 AM	0	0	0	0	0	7	0	7	0	0	**1**	**1**	1	4	**2**	7	15
Total Volume	0	0	1	1	1	29	1	31	0	0	1	1	4	18	2	24	57
% App. Total	0	0	100		3.2	93.5	3.2		0	0	100		16.7	75	8.3		
PHF	.000	.000	.250	.250	.250	.806	.250	.775	.000	.000	.250	.250	1.00	.750	.250	.857	.838

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
Start Date : 2/7/2023
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	**1**	3	0	4
+15 mins.	0	0	**1**	**1**	**1**	8	**1**	**10**	0	0	0	0	1	5	0	6
+30 mins.	0	0	0	0	0	**9**	0	9	0	0	0	0	1	**6**	0	**7**
+45 mins.	0	0	0	0	0	7	0	7	0	0	**1**	**1**	1	4	**2**	7
Total Volume	0	0	1	1	1	29	1	31	0	0	1	1	4	18	2	24
% App. Total	0	0	100		3.2	93.5	3.2		0	0	100		16.7	75	8.3	
PHF	.000	.000	.250	.250	.250	.806	.250	.775	.000	.000	.250	.250	1.000	.750	.250	.857

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

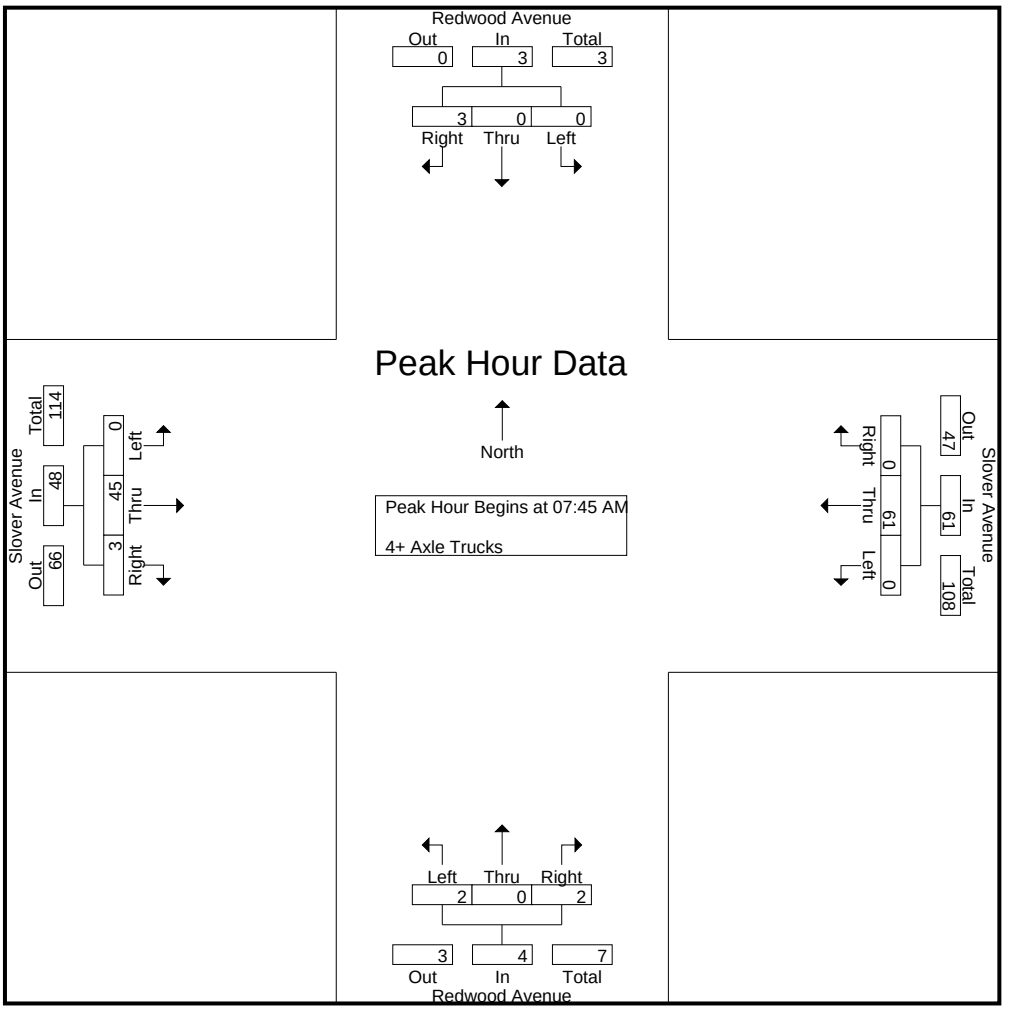
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	10	0	10	0	0	0	0	0	6	0	6	17
07:15 AM	0	0	1	1	0	12	0	12	0	0	0	0	0	9	1	10	23
07:30 AM	0	0	1	1	0	17	0	17	0	0	0	0	0	9	0	9	27
07:45 AM	0	0	0	0	0	18	0	18	0	0	0	0	0	8	1	9	27
Total	0	0	3	3	0	57	0	57	0	0	0	0	0	32	2	34	94
08:00 AM	0	0	2	2	0	13	0	13	0	0	1	1	0	13	1	14	30
08:15 AM	0	0	1	1	0	9	0	9	1	0	0	1	0	11	1	12	23
08:30 AM	0	0	0	0	0	21	0	21	1	0	1	2	0	13	0	13	36
08:45 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	22	3	25	36
Total	0	0	3	3	0	54	0	54	2	0	2	4	0	59	5	64	125
Grand Total	0	0	6	6	0	111	0	111	2	0	2	4	0	91	7	98	219
Apprch %	0	0	100		0	100	0		50	0	50		0	92.9	7.1		
Total %	0	0	2.7	2.7	0	50.7	0	50.7	0.9	0	0.9	1.8	0	41.6	3.2	44.7	

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	18	0	18	0	0	0	0	0	8	**1**	9	27
08:00 AM	0	0	**2**	**2**	0	13	0	13	0	0	**1**	1	0	**13**	1	**14**	30
08:15 AM	0	0	1	1	0	9	0	9	**1**	0	0	1	0	11	1	12	23
08:30 AM	0	0	0	0	0	**21**	0	**21**	1	0	1	**2**	0	13	0	13	**36**
Total Volume	0	0	3	3	0	61	0	61	2	0	2	4	0	45	3	48	116
% App. Total	0	0	100		0	100	0		50	0	50		0	93.8	6.2		
PHF	.000	.000	.375	.375	.000	.726	.000	.726	.500	.000	.500	.500	.000	.865	.750	.857	.806

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City of Fontana
N/S: Redwood Avenue
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Weather: Clear

File Name : 01_FON_Red_Slo AM
Site Code : 05123171
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	18	0	18	0	0	0	0	0	8	**1**	9
+15 mins.	0	0	**2**	**2**	0	13	0	13	0	0	**1**	1	0	**13**	1	**14**
+30 mins.	0	0	1	1	0	9	0	9	**1**	0	0	1	0	11	1	12
+45 mins.	0	0	0	0	0	**21**	0	**21**	1	0	1	**2**	0	13	0	13
Total Volume	0	0	3	3	0	61	0	61	2	0	2	4	0	45	3	48
% App. Total	0	0	100		0	100	0		50	0	50		0	93.8	6.2	
PHF	.000	.000	.375	.375	.000	.726	.000	.726	.500	.000	.500	.500	.000	.865	.750	.857

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

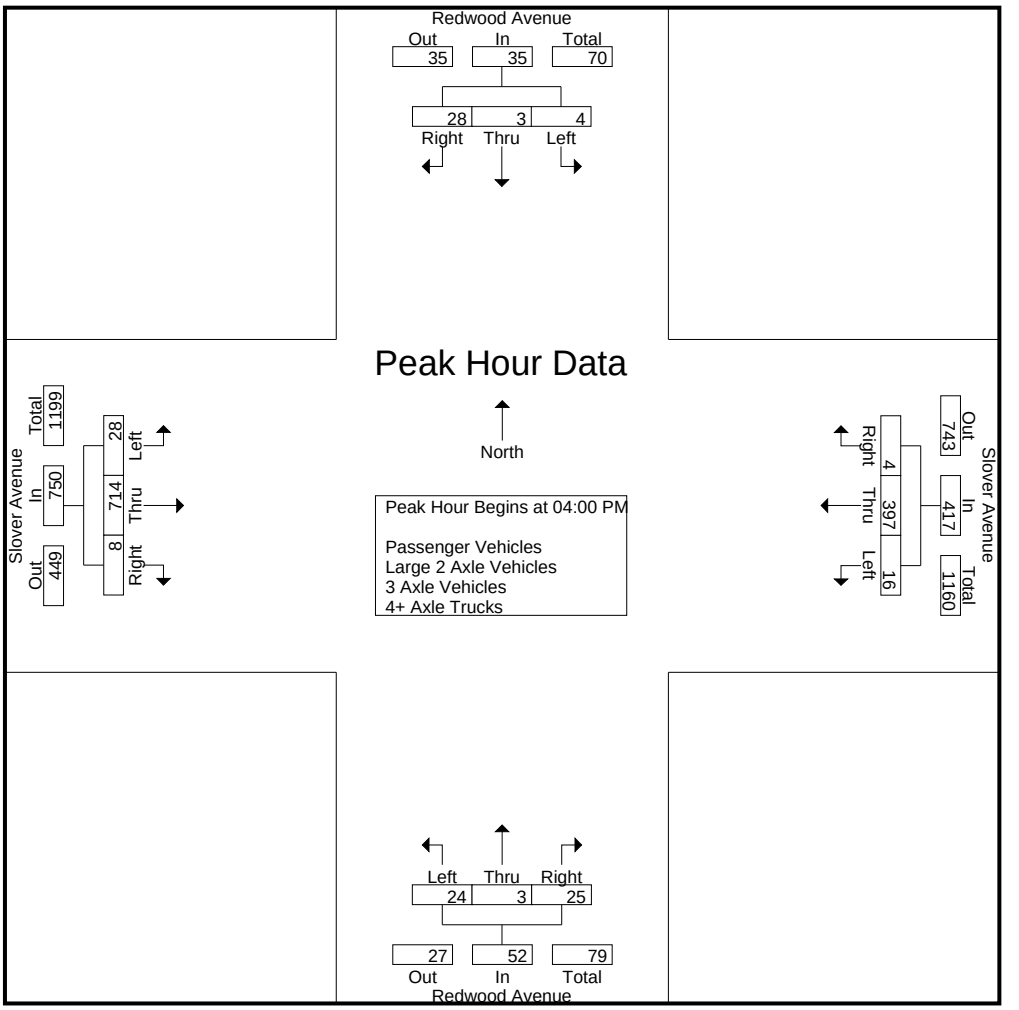
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	6	7	2	114	2	118	10	2	10	22	7	206	2	215	362
04:15 PM	1	1	9	11	6	91	1	98	6	0	8	14	3	170	1	174	297
04:30 PM	1	1	9	11	6	86	0	92	5	0	4	9	4	176	0	180	292
04:45 PM	2	0	4	6	2	106	1	109	3	1	3	7	14	162	5	181	303
Total	4	3	28	35	16	397	4	417	24	3	25	52	28	714	8	750	1254
05:00 PM	0	0	9	9	1	105	1	107	1	0	4	5	4	171	1	176	297
05:15 PM	2	2	7	11	0	87	0	87	2	1	6	9	7	167	7	181	288
05:30 PM	3	0	4	7	4	80	1	85	1	0	5	6	3	150	7	160	258
05:45 PM	3	1	8	12	0	75	3	78	1	1	1	3	3	111	4	118	211
Total	8	3	28	39	5	347	5	357	5	2	16	23	17	599	19	635	1054
Grand Total	12	6	56	74	21	744	9	774	29	5	41	75	45	1313	27	1385	2308
Apprch %	16.2	8.1	75.7		2.7	96.1	1.2		38.7	6.7	54.7		3.2	94.8	1.9		
Total %	0.5	0.3	2.4	3.2	0.9	32.2	0.4	33.5	1.3	0.2	1.8	3.2	1.9	56.9	1.2	60	
Passenger Vehicles	9	6	48	63	17	631	6	654	20	3	32	55	40	1122	22	1184	1956
% Passenger Vehicles	75	100	85.7	85.1	81	84.8	66.7	84.5	69	60	78	73.3	88.9	85.5	81.5	85.5	84.7
Large 2 Axle Vehicles	1	0	0	1	1	24	1	26	2	0	7	9	3	35	1	39	75
% Large 2 Axle Vehicles	8.3	0	0	1.4	4.8	3.2	11.1	3.4	6.9	0	17.1	12	6.7	2.7	3.7	2.8	3.2
3 Axle Vehicles	2	0	6	8	3	38	1	42	4	1	2	7	1	47	4	52	109
% 3 Axle Vehicles	16.7	0	10.7	10.8	14.3	5.1	11.1	5.4	13.8	20	4.9	9.3	2.2	3.6	14.8	3.8	4.7
4+ Axle Trucks	0	0	2	2	0	51	1	52	3	1	0	4	1	109	0	110	168
% 4+ Axle Trucks	0	0	3.6	2.7	0	6.9	11.1	6.7	10.3	20	0	5.3	2.2	8.3	0	7.9	7.3

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	6	7	2	**114**	**2**	**118**	**10**	**2**	**10**	**22**	7	**206**	2	**215**	**362**
04:15 PM	1	1	**9**	**11**	**6**	91	1	98	6	0	8	14	3	170	1	174	297
04:30 PM	1	1	9	11	6	86	0	92	5	0	4	9	4	176	0	180	292
04:45 PM	**2**	0	4	6	2	106	1	109	3	1	3	7	**14**	162	**5**	181	303
Total Volume	4	3	28	35	16	397	4	417	24	3	25	52	28	714	8	750	1254
% App. Total	11.4	8.6	80		3.8	95.2	1		46.2	5.8	48.1		3.7	95.2	1.1		
PHF	.500	.750	.778	.795	.667	.871	.500	.883	.600	.375	.625	.591	.500	.867	.400	.872	.866

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N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**9**	9	2	**114**	**2**	**118**	**10**	**2**	**10**	**22**	7	**206**	2	**215**
+15 mins.	2	**2**	7	11	**6**	91	1	98	6	0	8	14	3	170	1	174
+30 mins.	**3**	0	4	7	6	86	0	92	5	0	4	9	4	176	0	180
+45 mins.	3	1	8	**12**	2	106	1	109	3	1	3	7	**14**	162	**5**	181
Total Volume	8	3	28	39	16	397	4	417	24	3	25	52	28	714	8	750
% App. Total	20.5	7.7	71.8		3.8	95.2	1		46.2	5.8	48.1		3.7	95.2	1.1	
PHF	.667	.375	.778	.813	.667	.871	.500	.883	.600	.375	.625	.591	.500	.867	.400	.872

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- Passenger Vehicles

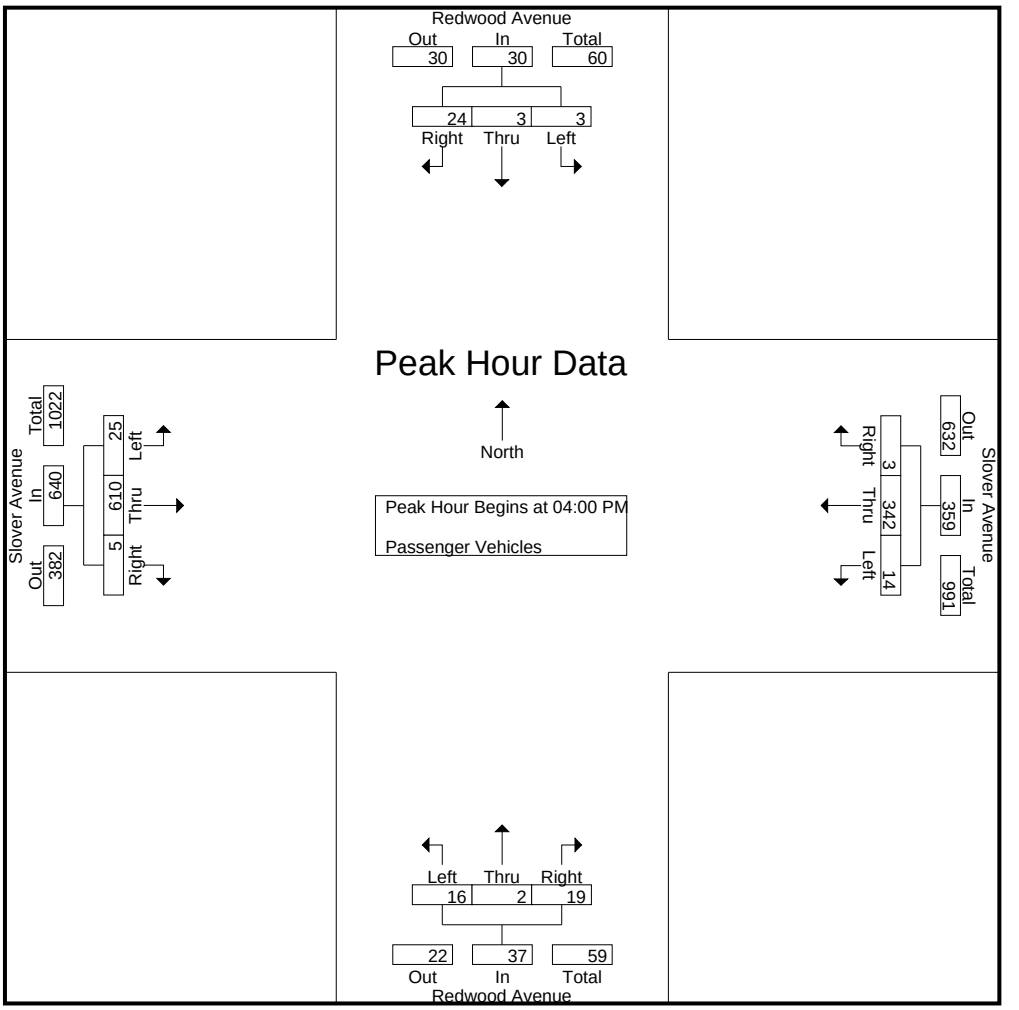
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	6	7	2	100	2	104	9	2	9	20	6	176	2	184	315
04:15 PM	0	1	5	6	4	78	1	83	4	0	4	8	2	147	0	149	246
04:30 PM	1	1	9	11	6	71	0	77	2	0	4	6	4	147	0	151	245
04:45 PM	2	0	4	6	2	93	0	95	1	0	2	3	13	140	3	156	260
Total	3	3	24	30	14	342	3	359	16	2	19	37	25	610	5	640	1066
05:00 PM	0	0	9	9	0	92	0	92	1	0	4	5	3	147	1	151	257
05:15 PM	1	2	7	10	0	72	0	72	1	0	4	5	7	147	6	160	247
05:30 PM	2	0	3	5	3	62	1	66	1	0	4	5	2	124	6	132	208
05:45 PM	3	1	5	9	0	63	2	65	1	1	1	3	3	94	4	101	178
Total	6	3	24	33	3	289	3	295	4	1	13	18	15	512	17	544	890
Grand Total	9	6	48	63	17	631	6	654	20	3	32	55	40	1122	22	1184	1956
Apprch %	14.3	9.5	76.2		2.6	96.5	0.9		36.4	5.5	58.2		3.4	94.8	1.9		
Total %	0.5	0.3	2.5	3.2	0.9	32.3	0.3	33.4	1	0.2	1.6	2.8	2	57.4	1.1	60.5	

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	6	7	2	**100**	**2**	**104**	**9**	**2**	**9**	**20**	6	**176**	2	**184**	**315**
04:15 PM	0	1	5	6	4	78	1	83	4	0	4	8	2	147	0	149	246
04:30 PM	1	1	**9**	**11**	**6**	71	0	77	2	0	4	6	4	147	0	151	245
04:45 PM	**2**	0	4	6	2	93	0	95	1	0	2	3	**13**	140	**3**	156	260
Total Volume	3	3	24	30	14	342	3	359	16	2	19	37	25	610	5	640	1066
% App. Total	10	10	80		3.9	95.3	0.8		43.2	5.4	51.4		3.9	95.3	0.8		
PHF	.375	.750	.667	.682	.583	.855	.375	.863	.444	.250	.528	.463	.481	.866	.417	.870	.846

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PO Box 1178
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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	6	7	2	**100**	**2**	**104**	**9**	**2**	**9**	**20**	6	**176**	2	**184**
+15 mins.	0	1	5	6	4	78	1	83	4	0	4	8	2	147	0	149
+30 mins.	1	1	**9**	**11**	**6**	71	0	77	2	0	4	6	4	147	0	151
+45 mins.	**2**	0	4	6	2	93	0	95	1	0	2	3	**13**	140	**3**	156
Total Volume	3	3	24	30	14	342	3	359	16	2	19	37	25	610	5	640
% App. Total	10	10	80		3.9	95.3	0.8		43.2	5.4	51.4		3.9	95.3	0.8	
PHF	.375	.750	.667	.682	.583	.855	.375	.863	.444	.250	.528	.463	.481	.866	.417	.870

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

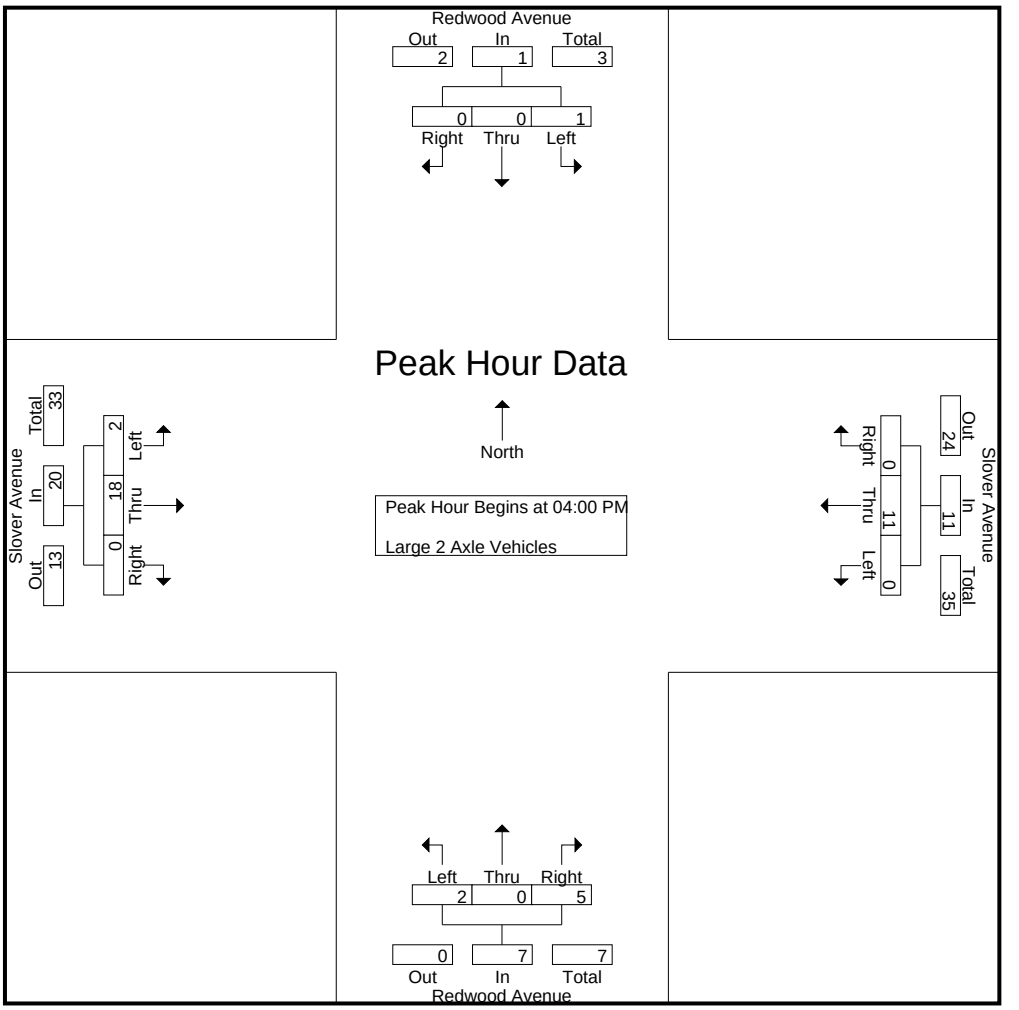
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	1	5	0	6	9
04:15 PM	1	0	0	1	0	3	0	3	0	0	3	3	1	2	0	3	10
04:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	6	0	6	11
04:45 PM	0	0	0	0	0	2	0	2	1	0	1	2	0	5	0	5	9
Total	1	0	0	1	0	11	0	11	2	0	5	7	2	18	0	20	39
05:00 PM	0	0	0	0	0	3	1	4	0	0	0	0	1	1	0	2	6
05:15 PM	0	0	0	0	0	5	0	5	0	0	2	2	0	9	0	9	16
05:30 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	4	1	5	10
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	1	13	1	15	0	0	2	2	1	17	1	19	36
Grand Total	1	0	0	1	1	24	1	26	2	0	7	9	3	35	1	39	75
Apprch %	100	0	0		3.8	92.3	3.8		22.2	0	77.8		7.7	89.7	2.6		
Total %	1.3	0	0	1.3	1.3	32	1.3	34.7	2.7	0	9.3	12	4	46.7	1.3	52	

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	**1**	5	0	**6**	9
04:15 PM	**1**	0	0	**1**	0	3	0	3	0	0	**3**	**3**	1	2	0	3	10
04:30 PM	0	0	0	0	0	**4**	0	**4**	**1**	0	0	1	0	**6**	0	6	**11**
04:45 PM	0	0	0	0	0	2	0	2	1	0	1	2	0	5	0	5	9
Total Volume	1	0	0	1	0	11	0	11	2	0	5	7	2	18	0	20	39
% App. Total	100	0	0		0	100	0		28.6	0	71.4		10	90	0		
PHF	.250	.000	.000	.250	.000	.688	.000	.688	.500	.000	.417	.583	.500	.750	.000	.833	.886

Counts Unlimited, Inc.
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(951)268-6268

City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	1	1	**1**	5	0	**6**
+15 mins.	**1**	0	0	**1**	0	3	0	3	0	0	**3**	**3**	1	2	0	3
+30 mins.	0	0	0	0	0	**4**	0	**4**	**1**	0	0	1	0	**6**	0	6
+45 mins.	0	0	0	0	0	2	0	2	1	0	1	2	0	5	0	5
Total Volume	1	0	0	1	0	11	0	11	2	0	5	7	2	18	0	20
% App. Total	100	0	0		0	100	0		28.6	0	71.4		10	90	0	
PHF	.250	.000	.000	.250	.000	.688	.000	.688	.500	.000	.417	.583	.500	.750	.000	.833

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

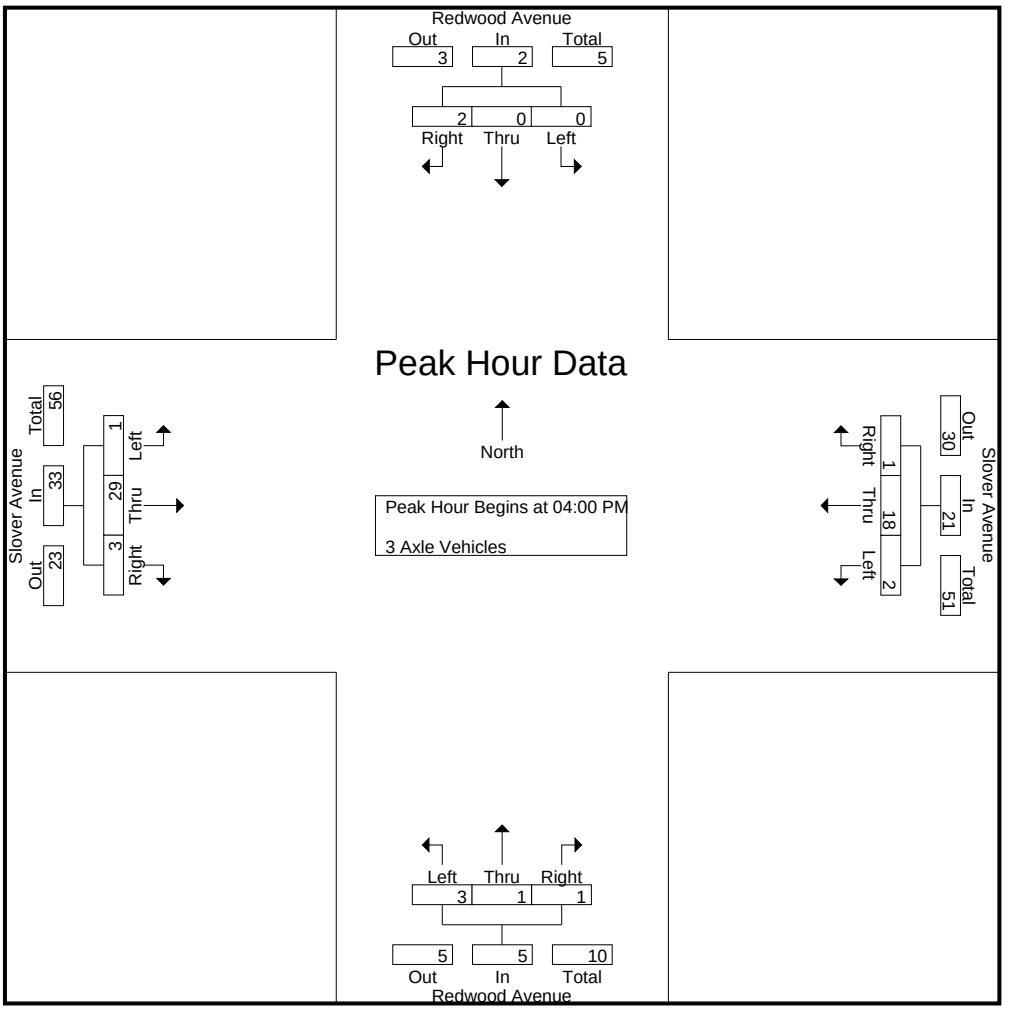
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	9	0	9	15
04:15 PM	0	0	2	2	2	5	0	7	1	0	1	2	0	6	1	7	18
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
04:45 PM	0	0	0	0	0	3	1	4	1	1	0	2	1	7	2	10	16
Total	0	0	2	2	2	18	1	21	3	1	1	5	1	29	3	33	61
05:00 PM	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4	10
05:15 PM	1	0	0	1	0	4	0	4	1	0	0	1	0	3	1	4	10
05:30 PM	1	0	1	2	0	4	0	4	0	0	1	1	0	7	0	7	14
05:45 PM	0	0	3	3	0	7	0	7	0	0	0	0	0	4	0	4	14
Total	2	0	4	6	1	20	0	21	1	0	1	2	0	18	1	19	48
Grand Total	2	0	6	8	3	38	1	42	4	1	2	7	1	47	4	52	109
Apprch %	25	0	75		7.1	90.5	2.4		57.1	14.3	28.6		1.9	90.4	7.7		
Total %	1.8	0	5.5	7.3	2.8	34.9	0.9	38.5	3.7	0.9	1.8	6.4	0.9	43.1	3.7	47.7	

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**5**	0	5	**1**	0	0	1	0	**9**	0	9	15
04:15 PM	0	0	**2**	**2**	**2**	5	0	**7**	1	0	**1**	**2**	0	6	1	7	**18**
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
04:45 PM	0	0	0	0	0	3	**1**	4	1	**1**	0	2	**1**	7	**2**	**10**	16
Total Volume	0	0	2	2	2	18	1	21	3	1	1	5	1	29	3	33	61
% App. Total	0	0	100		9.5	85.7	4.8		60	20	20		3	87.9	9.1		
PHF	.000	.000	.250	.250	.250	.900	.250	.750	.750	.250	.250	.625	.250	.806	.375	.825	.847

Counts Unlimited, Inc.
PO Box 1178
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City of Fontana
N/S: Redwood Avenue
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Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**5**	0	5	**1**	0	0	1	0	**9**	0	9
+15 mins.	0	0	**2**	**2**	**2**	5	0	**7**	1	0	**1**	**2**	0	6	1	7
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	3	**1**	4	1	**1**	0	2	**1**	7	**2**	**10**
Total Volume	0	0	2	2	2	18	1	21	3	1	1	5	1	29	3	33
% App. Total	0	0	100		9.5	85.7	4.8		60	20	20		3	87.9	9.1	
PHF	.000	.000	.250	.250	.250	.900	.250	.750	.750	.250	.250	.625	.250	.806	.375	.825

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City of Fontana
N/S: Redwood Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

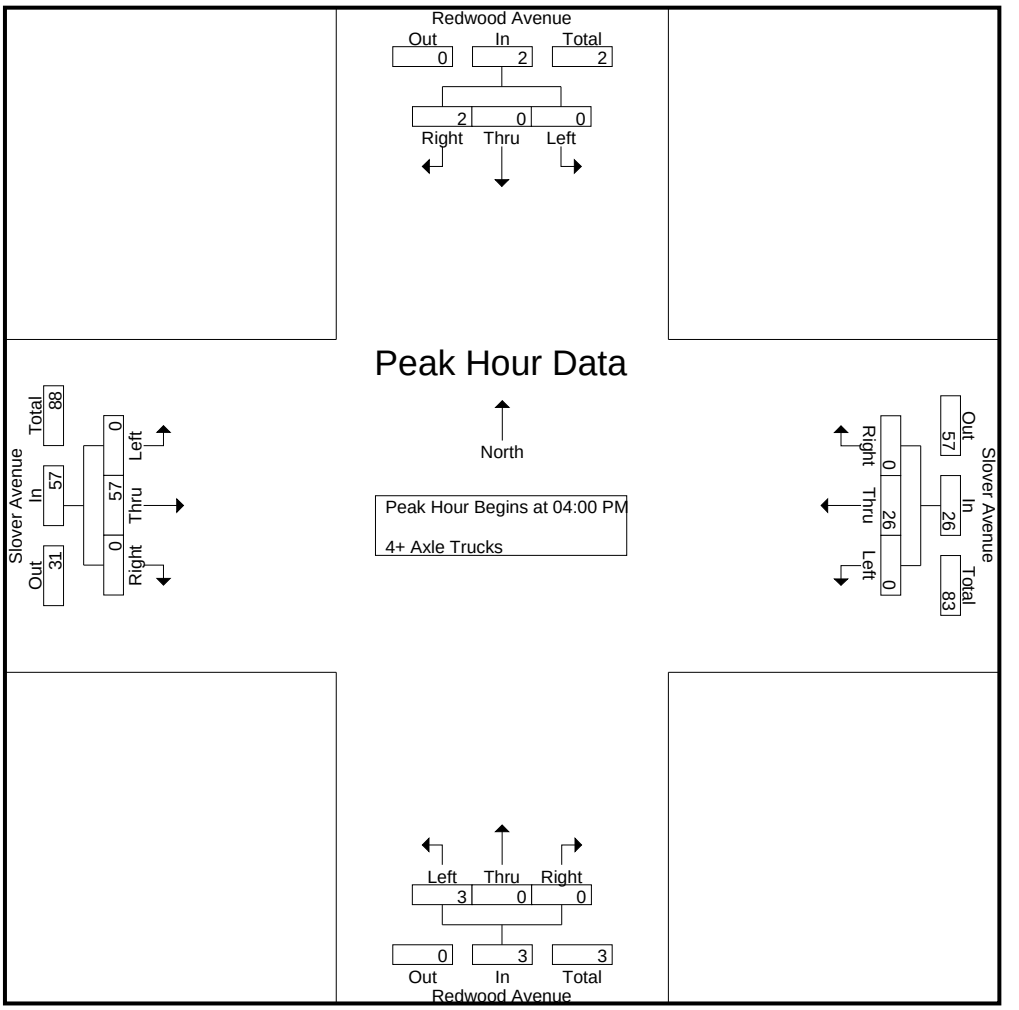
	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	16	0	16	23
04:15 PM	0	0	2	2	0	5	0	5	1	0	0	1	0	15	0	15	23
04:30 PM	0	0	0	0	0	6	0	6	2	0	0	2	0	16	0	16	24
04:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	10	0	10	18
Total	0	0	2	2	0	26	0	26	3	0	0	3	0	57	0	57	88
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	19	0	19	24
05:15 PM	0	0	0	0	0	6	0	6	0	1	0	1	0	8	0	8	15
05:30 PM	0	0	0	0	0	10	0	10	0	0	0	0	1	15	0	16	26
05:45 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	10	0	10	15
Total	0	0	0	0	0	25	1	26	0	1	0	1	1	52	0	53	80
Grand Total	0	0	2	2	0	51	1	52	3	1	0	4	1	109	0	110	168
Apprch %	0	0	100		0	98.1	1.9		75	25	0		0.9	99.1	0		
Total %	0	0	1.2	1.2	0	30.4	0.6	31	1.8	0.6	0	2.4	0.6	64.9	0	65.5	

	Redwood Avenue Southbound				Slover Avenue Westbound				Redwood Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	**16**	0	**16**	23
04:15 PM	0	0	**2**	**2**	0	5	0	5	1	0	0	1	0	15	0	15	23
04:30 PM	0	0	0	0	0	6	0	6	**2**	0	0	**2**	0	16	0	16	**24**
04:45 PM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	10	0	10	18
Total Volume	0	0	2	2	0	26	0	26	3	0	0	3	0	57	0	57	88
% App. Total	0	0	100		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.813	.000	.813	.375	.000	.000	.375	.000	.891	.000	.891	.917

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City of Fontana
N/S: Redwood Avenue
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Weather: Clear

File Name : 01_FON_Red_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	**16**	0	**16**
+15 mins.	0	0	**2**	**2**	0	5	0	5	1	0	0	1	0	15	0	15
+30 mins.	0	0	0	0	0	6	0	6	**2**	0	0	**2**	0	16	0	16
+45 mins.	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	10	0	10
Total Volume	0	0	2	2	0	26	0	26	3	0	0	3	0	57	0	57
% App. Total	0	0	100		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.813	.000	.813	.375	.000	.000	.375	.000	.891	.000	.891

Location: Fontana
N/S: Redwood Avenue
E/W: Slover Avenue

Date: 2/7/2023
Day: Tuesday

PEDESTRIANS

	North Leg Redwood Avenue	East Leg Slover Avenue	South Leg Redwood Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

	North Leg Redwood Avenue	East Leg Slover Avenue	South Leg Redwood Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

Location: Fontana
N/S: Redwood Avenue
E/W: Slover Avenue

Date: 2/7/2023
Day: Tuesday

BICYCLES

	Southbound Redwood Avenue			Westbound Slover Avenue			Northbound Redwood Avenue			Eastbound Slover Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

	Southbound Redwood Avenue			Westbound Slover Avenue			Northbound Redwood Avenue			Eastbound Slover Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	1	0	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1	0	1	0	0	0	3	0	6

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

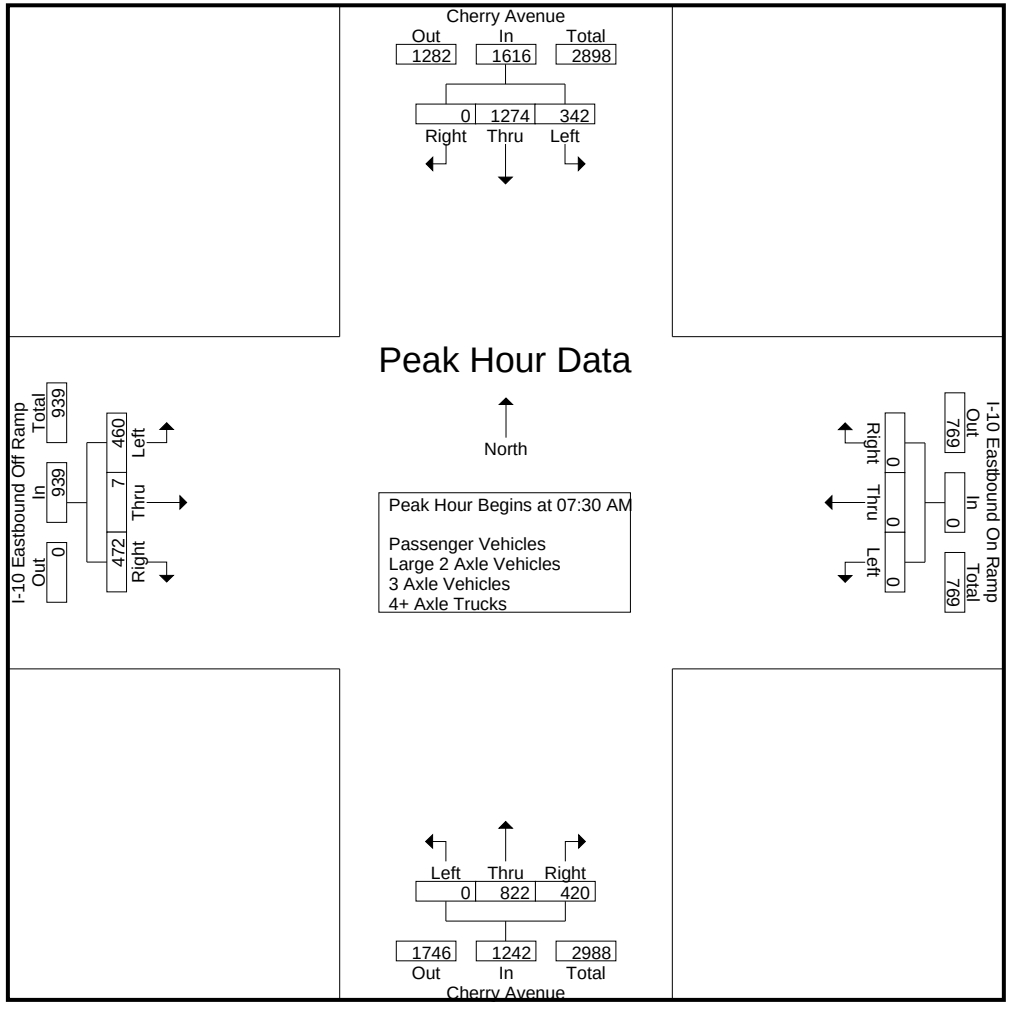
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	71	237	0	0	308	0	0	0	0	0	0	155	84	7	239	126	2	112	28	240	35	787	822
07:15 AM	75	289	0	0	364	0	0	0	0	0	0	194	82	18	276	134	1	123	14	258	32	898	930
07:30 AM	87	320	0	0	407	0	0	0	0	0	0	231	111	16	342	129	2	88	21	219	37	968	1005
07:45 AM	81	321	0	0	402	0	0	0	0	0	0	231	106	8	337	157	2	111	10	270	18	1009	1027
Total	314	1167	0	0	1481	0	0	0	0	0	0	811	383	49	1194	546	7	434	73	987	122	3662	3784
08:00 AM	75	326	0	0	401	0	0	0	0	0	0	169	107	2	276	82	1	142	23	225	25	902	927
08:15 AM	99	307	0	0	406	0	0	0	0	0	0	191	96	5	287	92	2	131	16	225	21	918	939
08:30 AM	96	203	0	0	299	0	0	0	0	0	0	205	87	10	292	91	0	99	22	190	32	781	813
08:45 AM	92	190	0	0	282	0	0	0	0	0	0	176	82	9	258	81	0	118	20	199	29	739	768
Total	362	1026	0	0	1388	0	0	0	0	0	0	741	372	26	1113	346	3	490	81	839	107	3340	3447
Grand Total	676	2193	0	0	2869	0	0	0	0	0	0	1552	755	75	2307	892	10	924	154	1826	229	7002	7231
Apprch %	23.6	76.4	0			0	0	0			0	67.3	32.7			48.8	0.5	50.6					
Total %	9.7	31.3	0		41	0	0	0		0	0	22.2	10.8		32.9	12.7	0.1	13.2		26.1	3.2	96.8	
Passenger Vehicles	471	1863	0		2334	0	0	0		0	0	1234	566		1861	756	7	698		1590	0	0	5785
% Passenger Vehicles	69.7	85	0	0	81.4	0	0	0	0	0	0	79.5	75	81.3	78.1	84.8	70	75.5	83.8	80.3	0	0	80
Large 2 Axle Vehicles	41	86	0		127	0	0	0		0	0	94	32		130	41	3	41		95	0	0	352
% Large 2 Axle Vehicles	6.1	3.9	0	0	4.4	0	0	0	0	0	0	6.1	4.2	5.3	5.5	4.6	30	4.4	6.5	4.8	0	0	4.9
3 Axle Vehicles	57	112	0		169	0	0	0		0	0	51	52		105	34	0	43		83	0	0	357
% 3 Axle Vehicles	8.4	5.1	0	0	5.9	0	0	0	0	0	0	3.3	6.9	2.7	4.4	3.8	0	4.7	3.9	4.2	0	0	4.9
4+ Axle Trucks	107	132	0		239	0	0	0		0	0	173	105		286	61	0	142		212	0	0	737
% 4+ Axle Trucks	15.8	6	0	0	8.3	0	0	0	0	0	0	11.1	13.9	10.7	12	6.8	0	15.4	5.8	10.7	0	0	10.2

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	87	320	0	**407**	0	0	0	0	0	**231**	**111**	**342**	129	**2**	88	219	968
07:45 AM	81	321	0	402	0	0	0	0	0	231	106	337	**157**	2	111	**270**	**1009**
08:00 AM	75	**326**	0	401	0	0	0	0	0	169	107	276	82	1	**142**	225	902
08:15 AM	**99**	307	0	406	0	0	0	0	0	191	96	287	92	2	131	225	918
Total Volume	342	1274	0	1616	0	0	0	0	0	822	420	1242	460	7	472	939	3797
% App. Total	21.2	78.8	0		0	0	0		0	66.2	33.8		49	0.7	50.3		
PHF	.864	.977	.000	.993	.000	.000	.000	.000	.000	.890	.946	.908	.732	.875	.831	.869	.941

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E AM
Site Code : 221069
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City of Fontana
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File Name : 02_FON_Cher_10E AM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:30 AM				07:00 AM				
+0 mins.	87	320	0	**407**	0	0	0	0	0	**231**	**111**	**342**	126	**2**	112	240	
+15 mins.	81	321	0	402	0	0	0	0	0	231	106	337	134	1	**123**	258	
+30 mins.	75	**326**	0	401	0	0	0	0	0	169	107	276	129	2	88	219	
+45 mins.	**99**	307	0	406	0	0	0	0	0	191	96	287	**157**	2	111	**270**	
Total Volume	342	1274	0	1616	0	0	0	0	0	822	420	1242	546	7	434	987	
% App. Total	21.2	78.8	0		0	0	0		0	66.2	33.8		55.3	0.7	44		
PHF	.864	.977	.000	.993	.000	.000	.000	.000	.000	.890	.946	.908	.869	.875	.882	.914	

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File Name : 02_FON_Cher_10E AM
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Start Date : 12/1/2022
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Groups Printed- Passenger Vehicles

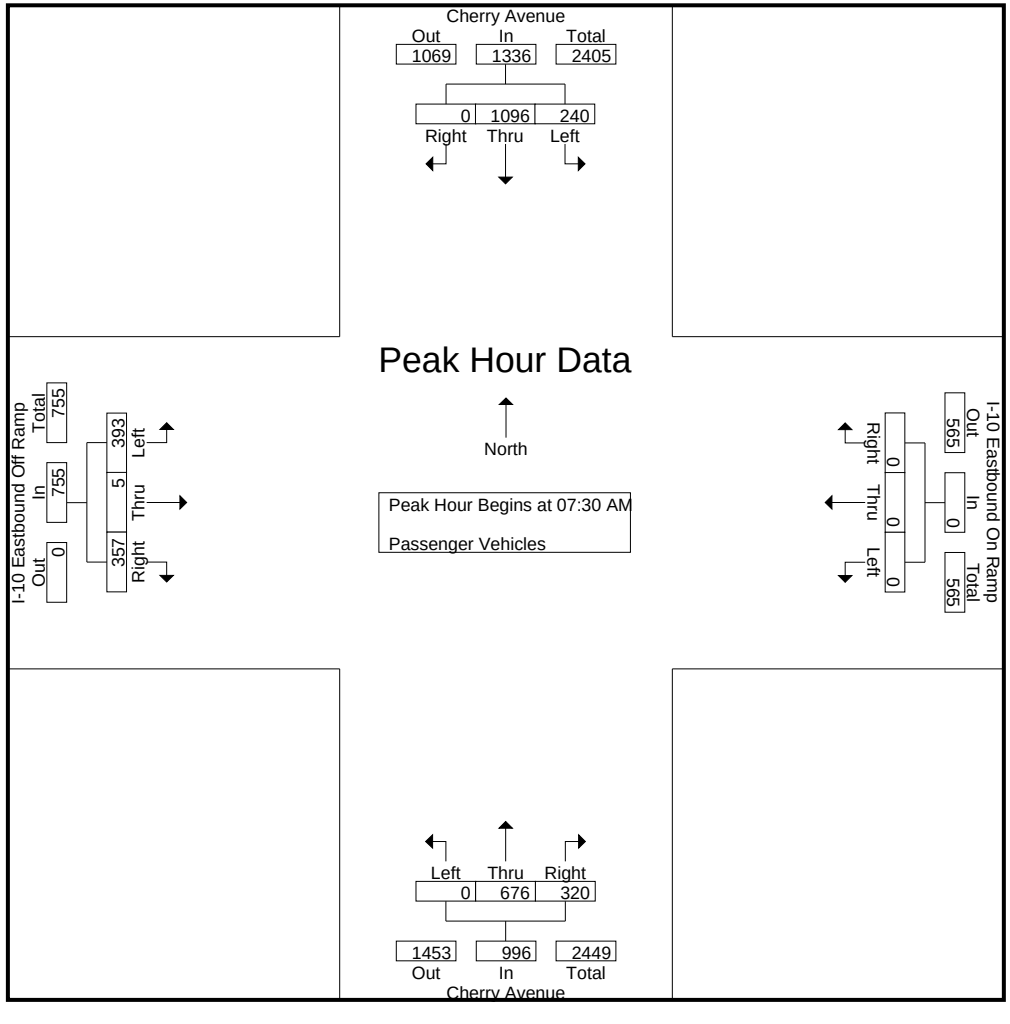
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	49	199	0	0	248	0	0	0	0	0	0	117	63	7	180	106	1	93	22	200	29	628	657
07:15 AM	54	252	0	0	306	0	0	0	0	0	0	140	69	16	209	124	1	99	12	224	28	739	767
07:30 AM	69	288	0	0	357	0	0	0	0	0	0	191	89	16	280	114	1	65	14	180	30	817	847
07:45 AM	53	281	0	0	334	0	0	0	0	0	0	188	82	4	270	144	2	91	10	237	14	841	855
Total	225	1020	0	0	1245	0	0	0	0	0	0	636	303	43	939	488	5	348	58	841	101	3025	3126
08:00 AM	49	274	0	0	323	0	0	0	0	0	0	149	79	1	228	63	1	111	21	175	22	726	748
08:15 AM	69	253	0	0	322	0	0	0	0	0	0	148	70	2	218	72	1	90	13	163	15	703	718
08:30 AM	65	162	0	0	227	0	0	0	0	0	0	168	59	9	227	71	0	69	19	140	28	594	622
08:45 AM	63	154	0	0	217	0	0	0	0	0	0	133	55	6	188	62	0	80	18	142	24	547	571
Total	246	843	0	0	1089	0	0	0	0	0	0	598	263	18	861	268	2	350	71	620	89	2570	2659
Grand Total	471	1863	0	0	2334	0	0	0	0	0	0	1234	566	61	1800	756	7	698	129	1461	190	5595	5785
Apprch %	20.2	79.8	0			0	0	0			0	68.6	31.4			51.7	0.5	47.8			3.3	96.7	
Total %	8.4	33.3	0		41.7	0	0	0		0	0	22.1	10.1		32.2	13.5	0.1	12.5		26.1			

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**69**	**288**	0	**357**	0	0	0	0	0	**191**	**89**	**280**	114	1	65	180	817
07:45 AM	53	281	0	334	0	0	0	0	0	188	82	270	**144**	**2**	91	**237**	**841**
08:00 AM	49	274	0	323	0	0	0	0	0	149	79	228	63	1	**111**	175	726
08:15 AM	69	253	0	322	0	0	0	0	0	148	70	218	72	1	90	163	703
Total Volume	240	1096	0	1336	0	0	0	0	0	676	320	996	393	5	357	755	3087
% App. Total	18	82	0		0	0	0		0	67.9	32.1		52.1	0.7	47.3		
PHF	.870	.951	.000	.936	.000	.000	.000	.000	.000	.885	.899	.889	.682	.625	.804	.796	.918

Counts Unlimited, Inc.
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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E AM
Site Code : 221069
Start Date : 12/1/2022
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City of Fontana
N/S: Cherry Avenue
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Weather: Clear

File Name : 02_FON_Cher_10E AM
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Start Date : 12/1/2022

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	**69**	**288**	0	**357**	0	0	0	0	0	**191**	**89**	**280**	114	1	65	180	
+15 mins.	53	281	0	334	0	0	0	0	0	188	82	270	**144**	**2**	91	**237**	
+30 mins.	49	274	0	323	0	0	0	0	0	149	79	228	63	1	**111**	175	
+45 mins.	69	253	0	322	0	0	0	0	0	148	70	218	72	1	90	163	
Total Volume	240	1096	0	1336	0	0	0	0	0	676	320	996	393	5	357	755	
% App. Total	18	82	0		0	0	0		0	67.9	32.1		52.1	0.7	47.3		
PHF	.870	.951	.000	.936	.000	.000	.000	.000	.000	.885	.899	.889	.682	.625	.804	.796	

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File Name : 02_FON_Cher_10E AM
Site Code : 221069
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Groups Printed- Large 2 Axle Vehicles

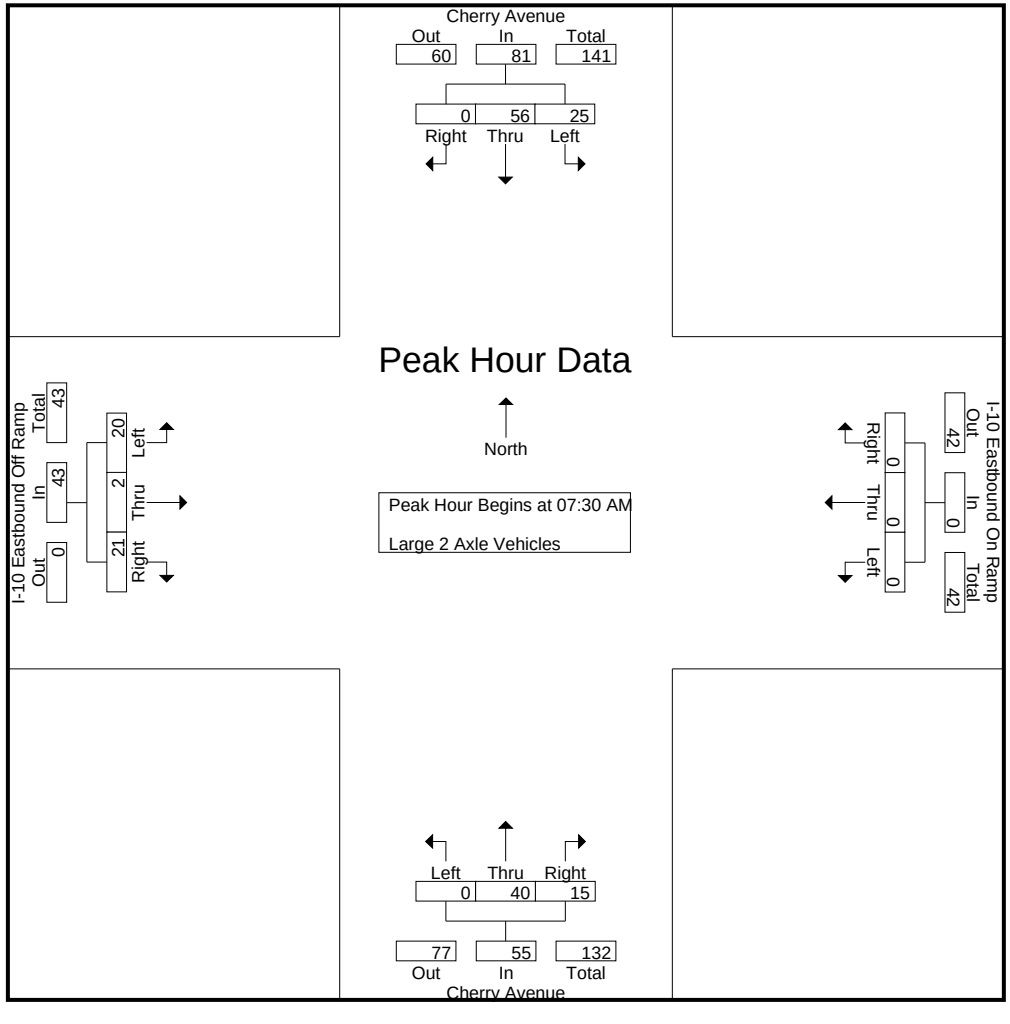
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	9	0	0	13	0	0	0	0	0	0	18	5	0	23	7	1	2	2	10	2	46	48
07:15 AM	5	7	0	0	12	0	0	0	0	0	0	10	4	1	14	4	0	2	0	6	1	32	33
07:30 AM	5	6	0	0	11	0	0	0	0	0	0	7	2	0	9	3	1	7	3	11	3	31	34
07:45 AM	6	19	0	0	25	0	0	0	0	0	0	16	2	1	18	4	0	4	0	8	1	51	52
Total	20	41	0	0	61	0	0	0	0	0	0	51	13	2	64	18	2	15	5	35	7	160	167
08:00 AM	7	13	0	0	20	0	0	0	0	0	0	6	7	0	13	6	0	2	0	8	0	41	41
08:15 AM	7	18	0	0	25	0	0	0	0	0	0	11	4	1	15	7	1	8	2	16	3	56	59
08:30 AM	1	8	0	0	9	0	0	0	0	0	0	8	4	1	12	5	0	9	2	14	3	35	38
08:45 AM	6	6	0	0	12	0	0	0	0	0	0	18	4	0	22	5	0	7	1	12	1	46	47
Total	21	45	0	0	66	0	0	0	0	0	0	43	19	2	62	23	1	26	5	50	7	178	185
Grand Total	41	86	0	0	127	0	0	0	0	0	0	94	32	4	126	41	3	41	10	85	14	338	352
Apprch %	32.3	67.7	0			0	0	0			0	74.6	25.4			48.2	3.5	48.2					
Total %	12.1	25.4	0		37.6	0	0	0		0	0	27.8	9.5		37.3	12.1	0.9	12.1		25.1	4	96	

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	6	0	11	0	0	0	0	0	7	2	9	3	**1**	7	11	31
07:45 AM	6	**19**	0	**25**	0	0	0	0	0	**16**	2	**18**	4	0	4	8	51
08:00 AM	**7**	13	0	20	0	0	0	0	0	6	**7**	13	6	0	2	8	41
08:15 AM	7	18	0	25	0	0	0	0	0	11	4	15	**7**	1	**8**	**16**	**56**
Total Volume	25	56	0	81	0	0	0	0	0	40	15	55	20	2	21	43	179
% App. Total	30.9	69.1	0		0	0	0		0	72.7	27.3		46.5	4.7	48.8		
PHF	.893	.737	.000	.810	.000	.000	.000	.000	.000	.625	.536	.764	.714	.500	.656	.672	.799

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E AM
Site Code : 221069
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File Name : 02_FON_Cher_10E AM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	5	6	0	11	0	0	0	0	0	7	2	9	3	**1**	7	11	
+15 mins.	6	**19**	0	**25**	0	0	0	0	0	**16**	2	**18**	4	0	4	8	
+30 mins.	**7**	13	0	20	0	0	0	0	0	6	**7**	13	6	0	2	8	
+45 mins.	7	18	0	25	0	0	0	0	0	11	4	15	**7**	1	**8**	**16**	
Total Volume	25	56	0	81	0	0	0	0	0	40	15	55	20	2	21	43	
% App. Total	30.9	69.1	0		0	0	0		0	72.7	27.3		46.5	4.7	48.8		
PHF	.893	.737	.000	.810	.000	.000	.000	.000	.000	.625	.536	.764	.714	.500	.656	.672	

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File Name : 02_FON_Cher_10E AM
Site Code : 221069
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Groups Printed- 3 Axle Vehicles

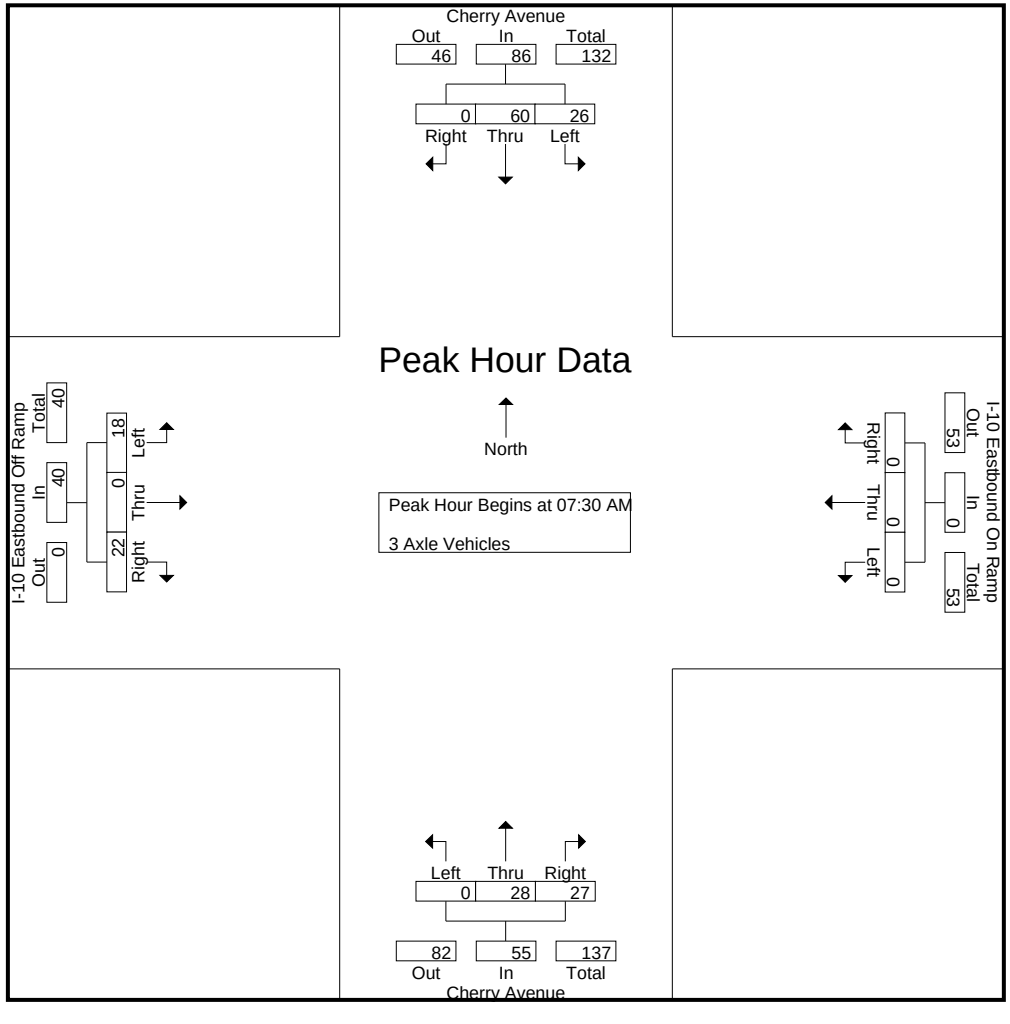
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	17	0	0	23	0	0	0	0	0	0	1	3	0	4	6	0	6	2	12	2	39	41
07:15 AM	3	11	0	0	14	0	0	0	0	0	0	12	3	0	15	2	0	5	1	7	1	36	37
07:30 AM	1	12	0	0	13	0	0	0	0	0	0	10	7	0	17	2	0	3	1	5	1	35	36
07:45 AM	11	6	0	0	17	0	0	0	0	0	0	8	6	1	14	4	0	3	0	7	1	38	39
Total	21	46	0	0	67	0	0	0	0	0	0	31	19	1	50	14	0	17	4	31	5	148	153
08:00 AM	8	23	0	0	31	0	0	0	0	0	0	3	6	0	9	7	0	7	2	14	2	54	56
08:15 AM	6	19	0	0	25	0	0	0	0	0	0	7	8	0	15	5	0	9	0	14	0	54	54
08:30 AM	9	9	0	0	18	0	0	0	0	0	0	7	10	0	17	5	0	2	0	7	0	42	42
08:45 AM	13	15	0	0	28	0	0	0	0	0	0	3	9	1	12	3	0	8	0	11	1	51	52
Total	36	66	0	0	102	0	0	0	0	0	0	20	33	1	53	20	0	26	2	46	3	201	204
Grand Total	57	112	0	0	169	0	0	0	0	0	0	51	52	2	103	34	0	43	6	77	8	349	357
Apprch %	33.7	66.3	0			0	0	0			0	49.5	50.5			44.2	0	55.8					
Total %	16.3	32.1	0		48.4	0	0	0		0	0	14.6	14.9		29.5	9.7	0	12.3		22.1	2.2	97.8	

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	12	0	13	0	0	0	0	0	**10**	7	**17**	2	0	3	5	35
07:45 AM	**11**	6	0	17	0	0	0	0	0	8	6	14	4	0	3	7	38
08:00 AM	8	**23**	0	**31**	0	0	0	0	0	3	6	9	**7**	0	7	**14**	**54**
08:15 AM	6	19	0	25	0	0	0	0	0	7	**8**	15	5	0	**9**	14	54
Total Volume	26	60	0	86	0	0	0	0	0	28	27	55	18	0	22	40	181
% App. Total	30.2	69.8	0		0	0	0		0	50.9	49.1		45	0	55		
PHF	.591	.652	.000	.694	.000	.000	.000	.000	.000	.700	.844	.809	.643	.000	.611	.714	.838

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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File Name : 02_FON_Cher_10E AM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	12	0	13	0	0	0	0	0	**10**	7	**17**	2	0	3	5	
+15 mins.	**11**	6	0	17	0	0	0	0	0	8	6	14	4	0	3	7	
+30 mins.	8	**23**	0	**31**	0	0	0	0	0	3	6	9	**7**	0	7	**14**	
+45 mins.	6	19	0	25	0	0	0	0	0	7	**8**	15	5	0	**9**	14	
Total Volume	26	60	0	86	0	0	0	0	0	28	27	55	18	0	22	40	
% App. Total	30.2	69.8	0		0	0	0		0	50.9	49.1		45	0	55		
PHF	.591	.652	.000	.694	.000	.000	.000	.000	.000	.700	.844	.809	.643	.000	.611	.714	

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File Name : 02_FON_Cher_10E AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

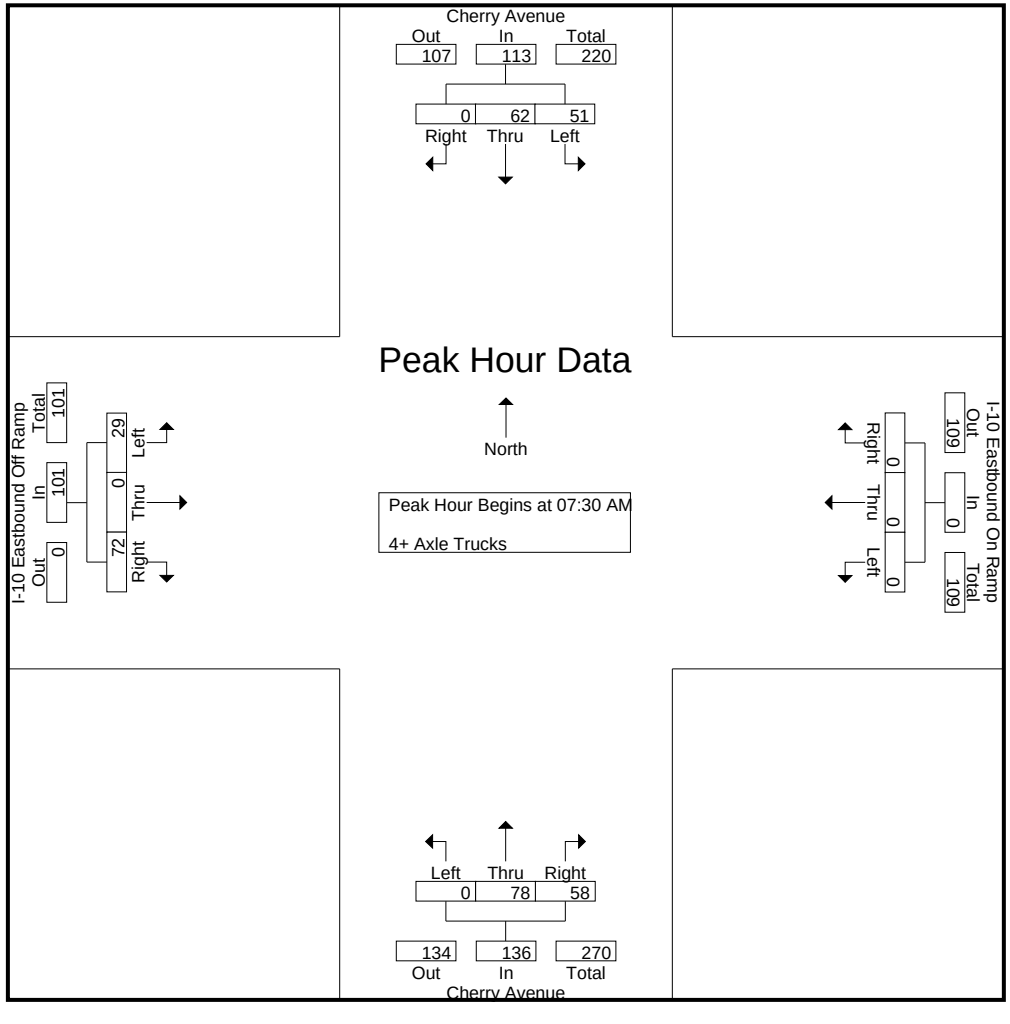
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	12	12	0	0	24	0	0	0	0	0	0	19	13	0	32	7	0	11	2	18	2	74	76
07:15 AM	13	19	0	0	32	0	0	0	0	0	0	32	6	1	38	4	0	17	1	21	2	91	93
07:30 AM	12	14	0	0	26	0	0	0	0	0	0	23	13	0	36	10	0	13	3	23	3	85	88
07:45 AM	11	15	0	0	26	0	0	0	0	0	0	19	16	2	35	5	0	13	0	18	2	79	81
Total	48	60	0	0	108	0	0	0	0	0	0	93	48	3	141	26	0	54	6	80	9	329	338
08:00 AM	11	16	0	0	27	0	0	0	0	0	0	11	15	1	26	6	0	22	0	28	1	81	82
08:15 AM	17	17	0	0	34	0	0	0	0	0	0	25	14	2	39	8	0	24	1	32	3	105	108
08:30 AM	21	24	0	0	45	0	0	0	0	0	0	22	14	0	36	10	0	19	1	29	1	110	111
08:45 AM	10	15	0	0	25	0	0	0	0	0	0	22	14	2	36	11	0	23	1	34	3	95	98
Total	59	72	0	0	131	0	0	0	0	0	0	80	57	5	137	35	0	88	3	123	8	391	399
Grand Total	107	132	0	0	239	0	0	0	0	0	0	173	105	8	278	61	0	142	9	203	17	720	737
Apprch %	44.8	55.2	0			0	0	0			0	62.2	37.8			30	0	70					
Total %	14.9	18.3	0		33.2	0	0	0		0	0	24	14.6		38.6	8.5	0	19.7		28.2	2.3	97.7	

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	14	0	26	0	0	0	0	0	23	13	36	**10**	0	13	23	85
07:45 AM	11	15	0	26	0	0	0	0	0	19	**16**	35	5	0	13	18	79
08:00 AM	11	16	0	27	0	0	0	0	0	11	15	26	6	0	22	28	81
08:15 AM	**17**	**17**	0	**34**	0	0	0	0	0	**25**	14	**39**	8	0	**24**	**32**	**105**
Total Volume	51	62	0	113	0	0	0	0	0	78	58	136	29	0	72	101	350
% App. Total	45.1	54.9	0		0	0	0		0	57.4	42.6		28.7	0	71.3		
PHF	.750	.912	.000	.831	.000	.000	.000	.000	.000	.780	.906	.872	.725	.000	.750	.789	.833

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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File Name : 02_FON_Cher_10E AM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	12	14	0	26	0	0	0	0	0	23	13	36	**10**	0	13	23	
+15 mins.	11	15	0	26	0	0	0	0	0	19	**16**	35	5	0	13	18	
+30 mins.	11	16	0	27	0	0	0	0	0	11	15	26	6	0	22	28	
+45 mins.	**17**	**17**	0	**34**	0	0	0	0	0	**25**	14	**39**	8	0	**24**	**32**	
Total Volume	51	62	0	113	0	0	0	0	0	78	58	136	29	0	72	101	
% App. Total	45.1	54.9	0		0	0	0		0	57.4	42.6		28.7	0	71.3		
PHF	.750	.912	.000	.831	.000	.000	.000	.000	.000	.780	.906	.872	.725	.000	.750	.789	

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File Name : 02_FON_Cher_10E PM
Site Code : 221069
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

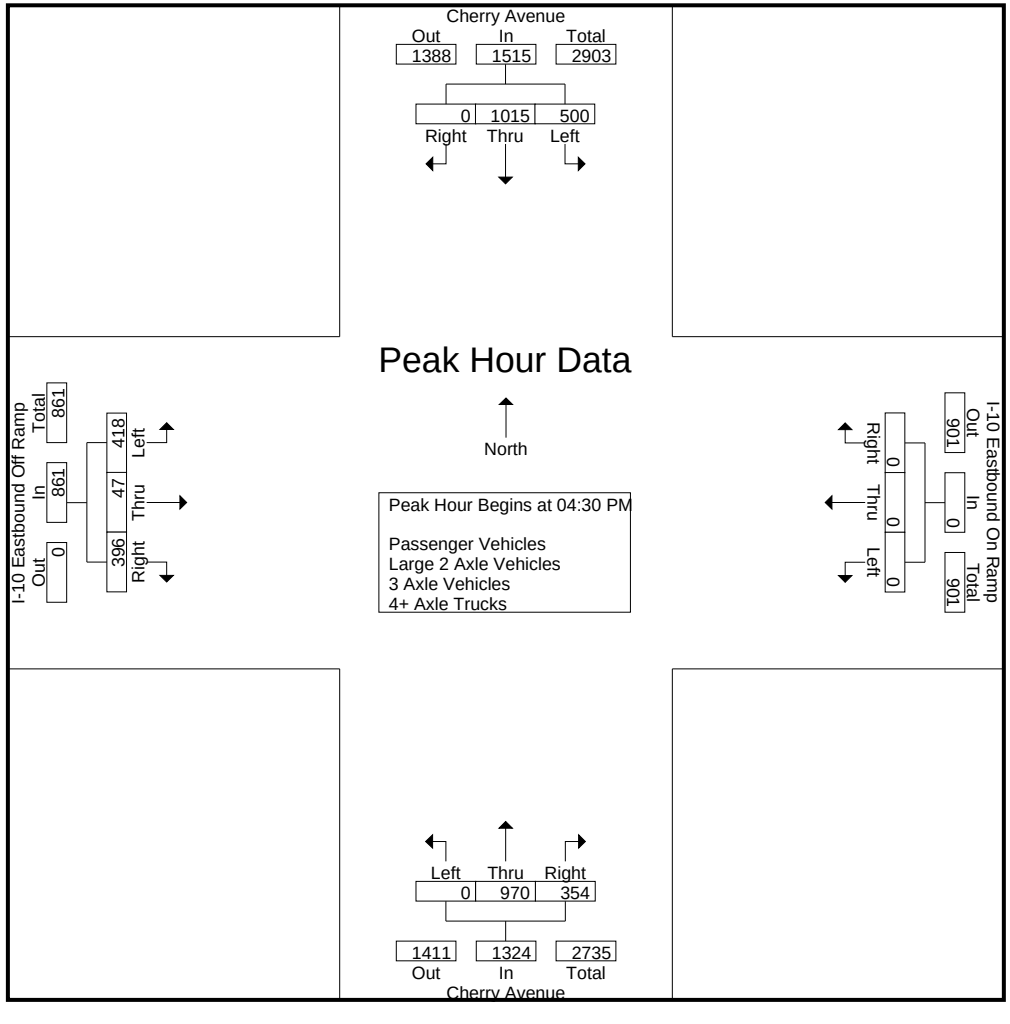
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	124	260	0	0	384	0	0	0	0	0	0	225	67	14	292	107	9	85	21	201	35	877	912
04:15 PM	121	225	0	0	346	0	0	0	0	0	0	228	83	10	311	91	8	118	28	217	38	874	912
04:30 PM	128	252	0	0	380	0	0	0	0	0	0	231	70	3	301	123	11	102	21	236	24	917	941
04:45 PM	118	263	0	0	381	0	0	0	0	0	0	256	107	8	363	98	12	107	17	217	25	961	986
Total	491	1000	0	0	1491	0	0	0	0	0	0	940	327	35	1267	419	40	412	87	871	122	3629	3751
05:00 PM	119	251	0	0	370	0	0	0	0	0	0	253	93	4	346	103	7	96	18	206	22	922	944
05:15 PM	135	249	0	0	384	0	0	0	0	0	0	230	84	5	314	94	17	91	18	202	23	900	923
05:30 PM	120	235	0	0	355	0	0	0	0	0	0	223	81	9	304	130	9	113	16	252	25	911	936
05:45 PM	85	208	0	0	293	0	0	0	0	0	0	168	79	7	247	111	10	113	14	234	21	774	795
Total	459	943	0	0	1402	0	0	0	0	0	0	874	337	25	1211	438	43	413	66	894	91	3507	3598
Grand Total	950	1943	0	0	2893	0	0	0	0	0	0	1814	664	60	2478	857	83	825	153	1765	213	7136	7349
Apprch %	32.8	67.2	0			0	0	0			0	73.2	26.8			48.6	4.7	46.7					
Total %	13.3	27.2	0		40.5	0	0	0		0	0	25.4	9.3		34.7	12	1.2	11.6		24.7	2.9	97.1	
Passenger Vehicles	813	1621	0		2434	0	0	0		0	0	1575	573		2207	778	78	686		1680	0	0	6321
% Passenger Vehicles	85.6	83.4	0	0	84.1	0	0	0	0	0	0	86.8	86.3	98.3	87	90.8	94	83.2	90.2	87.6	0	0	86
Large 2 Axle Vehicles	18	65	0		83	0	0	0		0	0	63	15		79	20	5	34		63	0	0	225
% Large 2 Axle Vehicles	1.9	3.3	0	0	2.9	0	0	0	0	0	0	3.5	2.3	1.7	3.1	2.3	6	4.1	2.6	3.3	0	0	3.1
3 Axle Vehicles	43	114	0		157	0	0	0		0	0	67	23		90	20	0	16		39	0	0	286
% 3 Axle Vehicles	4.5	5.9	0	0	5.4	0	0	0	0	0	0	3.7	3.5	0	3.5	2.3	0	1.9	2	2	0	0	3.9
4+ Axle Trucks	76	143	0		219	0	0	0		0	0	109	53		162	39	0	89		136	0	0	517
% 4+ Axle Trucks	8	7.4	0	0	7.6	0	0	0	0	0	0	6	8	0	6.4	4.6	0	10.8	5.2	7.1	0	0	7

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	128	252	0	380	0	0	0	0	0	231	70	301	**123**	11	102	**236**	917
04:45 PM	118	**263**	0	381	0	0	0	0	0	**256**	**107**	**363**	98	12	**107**	217	**961**
05:00 PM	119	251	0	370	0	0	0	0	0	253	93	346	103	7	96	206	922
05:15 PM	**135**	249	0	**384**	0	0	0	0	0	230	84	314	94	**17**	91	202	900
Total Volume	500	1015	0	1515	0	0	0	0	0	970	354	1324	418	47	396	861	3700
% App. Total	33	67	0		0	0	0		0	73.3	26.7		48.5	5.5	46		
PHF	.926	.965	.000	.986	.000	.000	.000	.000	.000	.947	.827	.912	.850	.691	.925	.912	.963

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File Name : 02_FON_Cher_10E PM
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Start Date : 12/1/2022
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	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:00 PM				04:45 PM				05:00 PM				
+0 mins.	128	252	0	380	0	0	0	0	0	**256**	**107**	**363**	103	7	96	206	
+15 mins.	118	**263**	0	381	0	0	0	0	0	253	93	346	94	**17**	91	202	
+30 mins.	119	251	0	370	0	0	0	0	0	230	84	314	**130**	9	**113**	**252**	
+45 mins.	**135**	249	0	**384**	0	0	0	0	0	223	81	304	111	10	113	234	
Total Volume	500	1015	0	1515	0	0	0	0	0	962	365	1327	438	43	413	894	
% App. Total	33	67	0		0	0	0		0	72.5	27.5		49	4.8	46.2		
PHF	.926	.965	.000	.986	.000	.000	.000	.000	.000	.939	.853	.914	.842	.632	.914	.887	

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Groups Printed- Passenger Vehicles

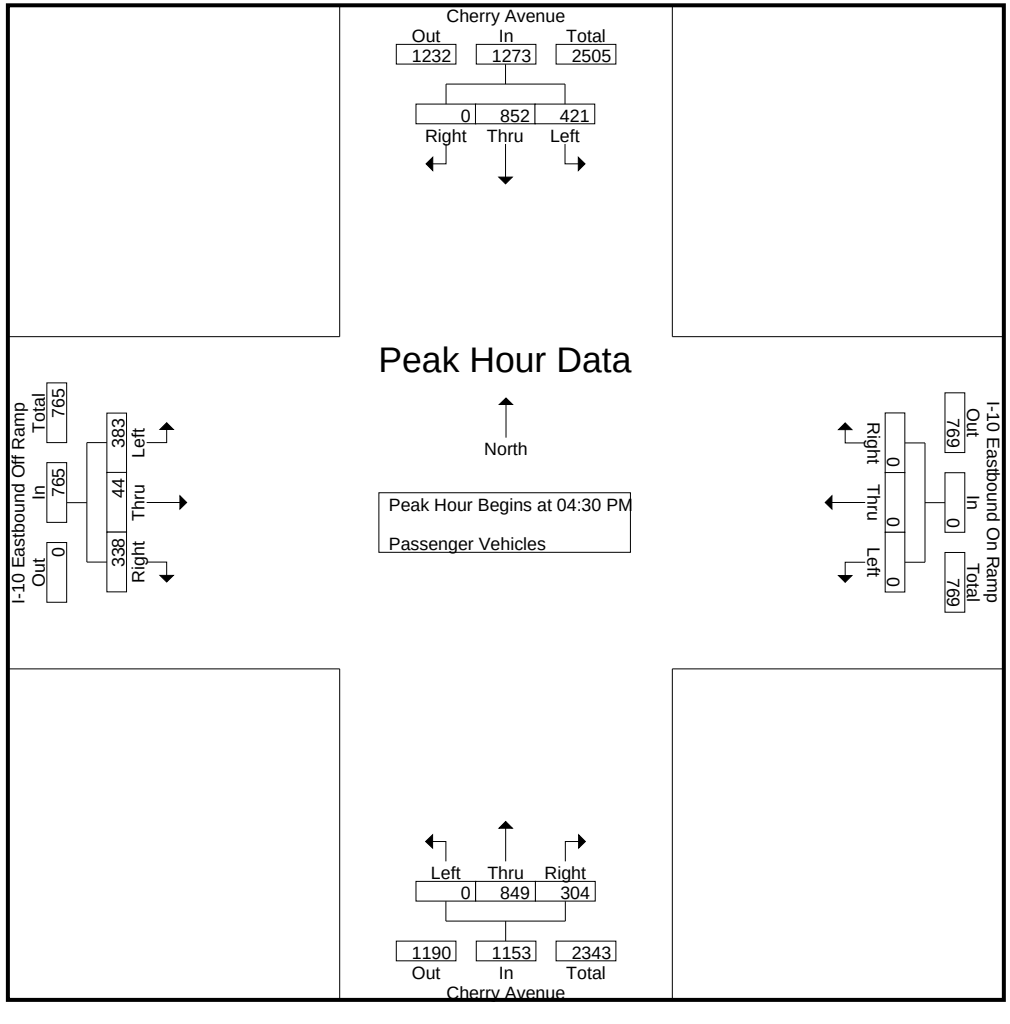
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	110	208	0	0	318	0	0	0	0	0	0	189	60	14	249	92	9	70	20	171	34	738	772
04:15 PM	107	182	0	0	289	0	0	0	0	0	0	196	70	9	266	82	7	89	25	178	34	733	767
04:30 PM	111	216	0	0	327	0	0	0	0	0	0	199	60	3	259	109	10	80	17	199	20	785	805
04:45 PM	100	223	0	0	323	0	0	0	0	0	0	217	97	8	314	89	12	92	16	193	24	830	854
Total	428	829	0	0	1257	0	0	0	0	0	0	801	287	34	1088	372	38	331	78	741	112	3086	3198
05:00 PM	103	201	0	0	304	0	0	0	0	0	0	230	78	4	308	99	6	85	15	190	19	802	821
05:15 PM	107	212	0	0	319	0	0	0	0	0	0	203	69	5	272	86	16	81	18	183	23	774	797
05:30 PM	100	202	0	0	302	0	0	0	0	0	0	196	68	9	264	120	8	93	16	221	25	787	812
05:45 PM	75	177	0	0	252	0	0	0	0	0	0	145	71	7	216	101	10	96	11	207	18	675	693
Total	385	792	0	0	1177	0	0	0	0	0	0	774	286	25	1060	406	40	355	60	801	85	3038	3123
Grand Total	813	1621	0	0	2434	0	0	0	0	0	0	1575	573	59	2148	778	78	686	138	1542	197	6124	6321
Apprch %	33.4	66.6	0			0	0	0			0	73.3	26.7			50.5	5.1	44.5					
Total %	13.3	26.5	0		39.7	0	0	0		0	0	25.7	9.4		35.1	12.7	1.3	11.2		25.2	3.1	96.9	

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**111**	216	0	**327**	0	0	0	0	0	199	60	259	**109**	10	80	**199**	785
04:45 PM	100	**223**	0	323	0	0	0	0	0	217	**97**	**314**	89	12	**92**	193	**830**
05:00 PM	103	201	0	304	0	0	0	0	0	**230**	78	308	99	6	85	190	802
05:15 PM	107	212	0	319	0	0	0	0	0	203	69	272	86	**16**	81	183	774
Total Volume	421	852	0	1273	0	0	0	0	0	849	304	1153	383	44	338	765	3191
% App. Total	33.1	66.9	0		0	0	0		0	73.6	26.4		50.1	5.8	44.2		
PHF	.948	.955	.000	.973	.000	.000	.000	.000	.000	.923	.784	.918	.878	.688	.918	.961	.961

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	**111**	216	0	**327**	0	0	0	0	0	199	60	259	**109**	10	80	**199**	
+15 mins.	100	**223**	0	323	0	0	0	0	0	217	**97**	**314**	89	12	**92**	193	
+30 mins.	103	201	0	304	0	0	0	0	0	**230**	78	308	99	6	85	190	
+45 mins.	107	212	0	319	0	0	0	0	0	203	69	272	86	**16**	81	183	
Total Volume	421	852	0	1273	0	0	0	0	0	849	304	1153	383	44	338	765	
% App. Total	33.1	66.9	0		0	0	0		0	73.6	26.4		50.1	5.8	44.2		
PHF	.948	.955	.000	.973	.000	.000	.000	.000	.000	.923	.784	.918	.878	.688	.918	.961	

Counts Unlimited, Inc.
PO Box 1178
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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

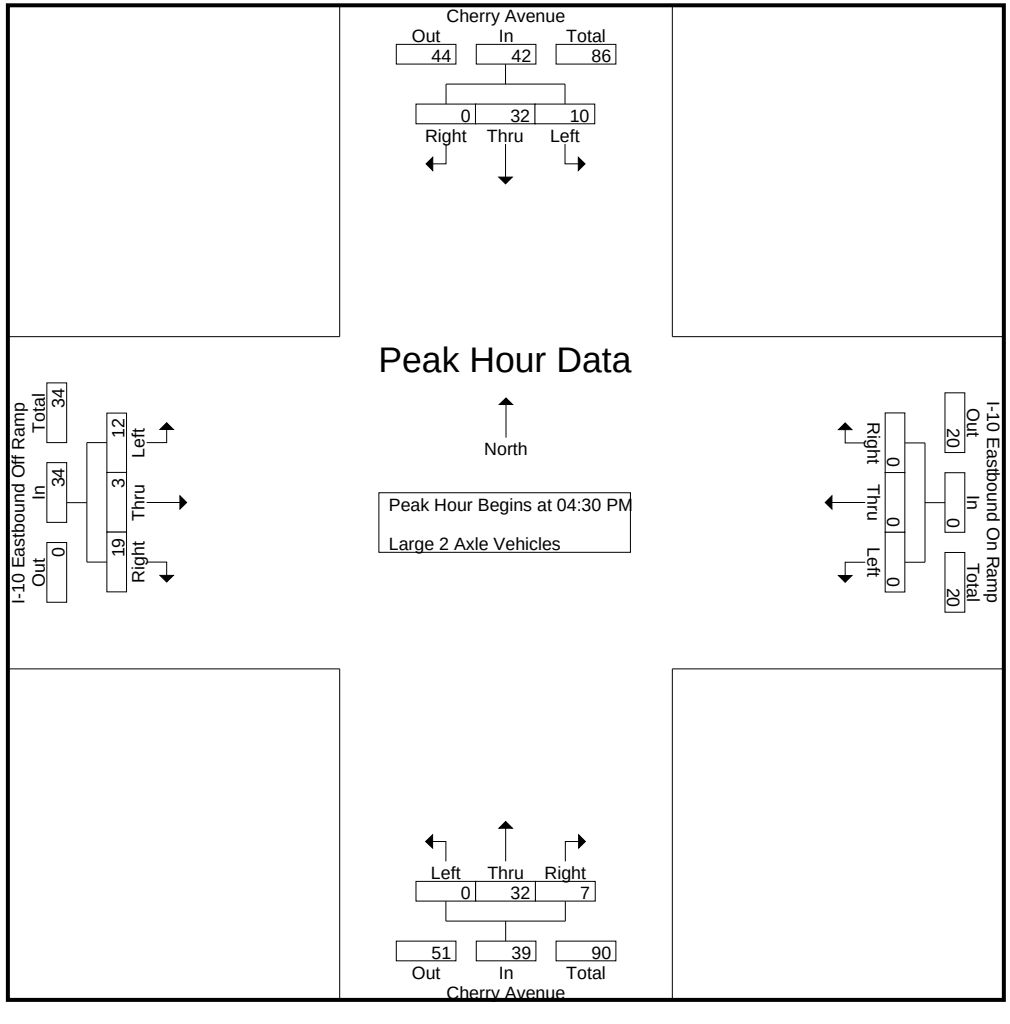
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	14	0	0	16	0	0	0	0	0	0	12	1	0	13	1	0	1	0	2	0	31	31
04:15 PM	1	12	0	0	13	0	0	0	0	0	0	6	5	1	11	0	1	8	1	9	2	33	35
04:30 PM	2	6	0	0	8	0	0	0	0	0	0	7	1	0	8	6	1	8	2	15	2	31	33
04:45 PM	3	5	0	0	8	0	0	0	0	0	0	15	1	0	16	2	0	2	0	4	0	28	28
Total	8	37	0	0	45	0	0	0	0	0	0	40	8	1	48	9	2	19	3	30	4	123	127
05:00 PM	3	15	0	0	18	0	0	0	0	0	0	8	2	0	10	1	1	3	0	5	0	33	33
05:15 PM	2	6	0	0	8	0	0	0	0	0	0	2	3	0	5	3	1	6	0	10	0	23	23
05:30 PM	5	6	0	0	11	0	0	0	0	0	0	7	1	0	8	3	1	3	0	7	0	26	26
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	4	0	3	1	7	1	15	16
Total	10	28	0	0	38	0	0	0	0	0	0	23	7	0	30	11	3	15	1	29	1	97	98
Grand Total	18	65	0	0	83	0	0	0	0	0	0	63	15	1	78	20	5	34	4	59	5	220	225
Apprch %	21.7	78.3	0			0	0	0			0	80.8	19.2			33.9	8.5	57.6					
Total %	8.2	29.5	0		37.7	0	0	0		0	0	28.6	6.8		35.5	9.1	2.3	15.5		26.8	2.2	97.8	

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	6	0	8	0	0	0	0	0	7	1	8	**6**	**1**	**8**	**15**	31
04:45 PM	**3**	5	0	8	0	0	0	0	0	**15**	1	**16**	2	0	2	4	28
05:00 PM	3	**15**	0	**18**	0	0	0	0	0	8	2	10	1	1	3	5	**33**
05:15 PM	2	6	0	8	0	0	0	0	0	2	**3**	5	3	1	6	10	23
Total Volume	10	32	0	42	0	0	0	0	0	32	7	39	12	3	19	34	115
% App. Total	23.8	76.2	0		0	0	0		0	82.1	17.9		35.3	8.8	55.9		
PHF	.833	.533	.000	.583	.000	.000	.000	.000	.000	.533	.583	.609	.500	.750	.594	.567	.871

Counts Unlimited, Inc.
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Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	2	6	0	8	0	0	0	0	0	7	1	8	**6**	**1**	**8**	**15**	
+15 mins.	**3**	5	0	8	0	0	0	0	0	**15**	1	**16**	2	0	2	4	
+30 mins.	3	**15**	0	**18**	0	0	0	0	0	8	2	10	1	1	3	5	
+45 mins.	2	6	0	8	0	0	0	0	0	2	**3**	5	3	1	6	10	
Total Volume	10	32	0	42	0	0	0	0	0	32	7	39	12	3	19	34	
% App. Total	23.8	76.2	0		0	0	0		0	82.1	17.9		35.3	8.8	55.9		
PHF	.833	.533	.000	.583	.000	.000	.000	.000	.000	.533	.583	.609	.500	.750	.594	.567	

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

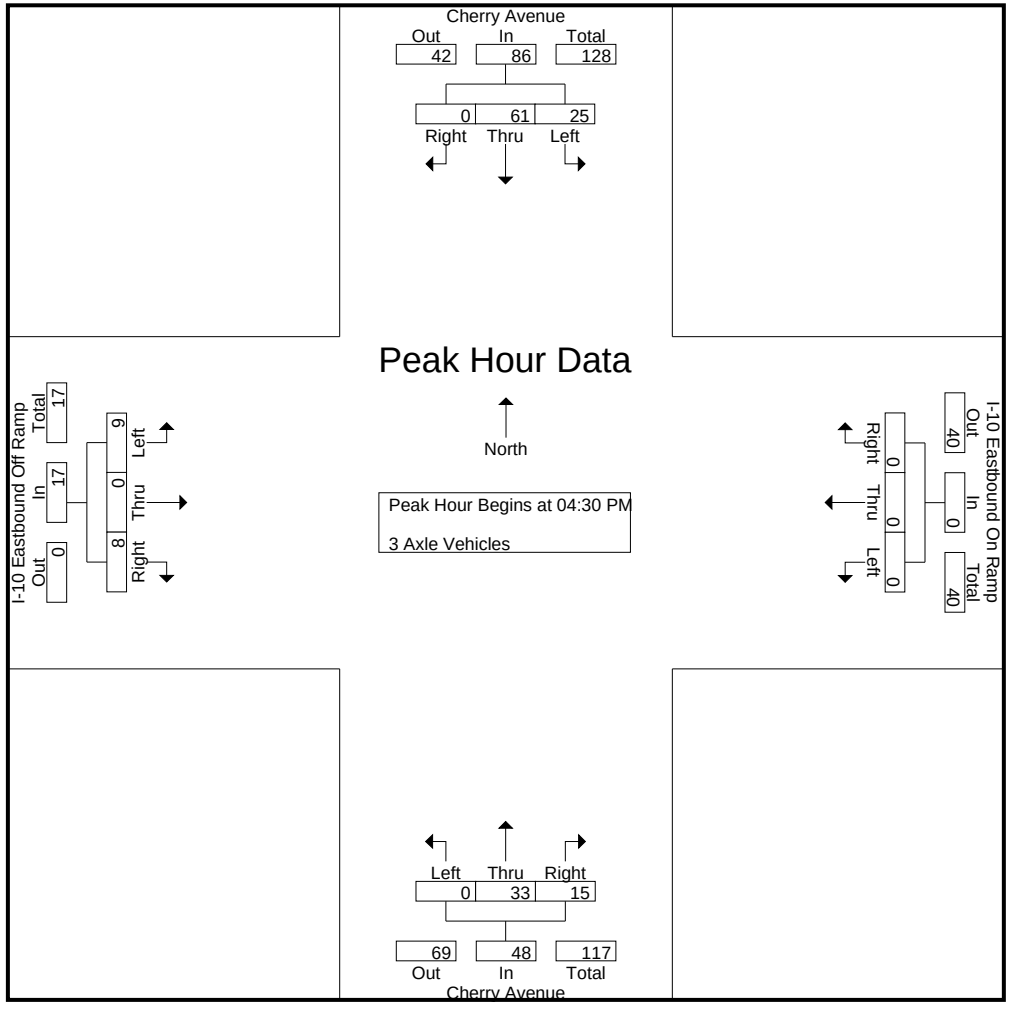
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	21	0	0	26	0	0	0	0	0	0	8	1	0	9	4	0	2	0	6	0	41	41
04:15 PM	4	16	0	0	20	0	0	0	0	0	0	10	1	0	11	1	0	2	0	3	0	34	34
04:30 PM	6	14	0	0	20	0	0	0	0	0	0	6	2	0	8	4	0	4	0	8	0	36	36
04:45 PM	3	19	0	0	22	0	0	0	0	0	0	14	6	0	20	2	0	1	0	3	0	45	45
Total	18	70	0	0	88	0	0	0	0	0	0	38	10	0	48	11	0	9	0	20	0	156	156
05:00 PM	5	15	0	0	20	0	0	0	0	0	0	4	5	0	9	1	0	3	2	4	2	33	35
05:15 PM	11	13	0	0	24	0	0	0	0	0	0	9	2	0	11	2	0	0	0	2	0	37	37
05:30 PM	5	5	0	0	10	0	0	0	0	0	0	11	4	0	15	3	0	1	0	4	0	29	29
05:45 PM	4	11	0	0	15	0	0	0	0	0	0	5	2	0	7	3	0	3	1	6	1	28	29
Total	25	44	0	0	69	0	0	0	0	0	0	29	13	0	42	9	0	7	3	16	3	127	130
Grand Total	43	114	0	0	157	0	0	0	0	0	0	67	23	0	90	20	0	16	3	36	3	283	286
Apprch %	27.4	72.6	0			0	0	0			0	74.4	25.6			55.6	0	44.4					
Total %	15.2	40.3	0		55.5	0	0	0		0	0	23.7	8.1		31.8	7.1	0	5.7		12.7	1	99	

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	14	0	20	0	0	0	0	0	6	2	8	**4**	0	**4**	**8**	36
04:45 PM	3	**19**	0	22	0	0	0	0	0	**14**	**6**	**20**	2	0	1	3	**45**
05:00 PM	5	15	0	20	0	0	0	0	0	4	5	9	1	0	3	4	33
05:15 PM	**11**	13	0	**24**	0	0	0	0	0	9	2	11	2	0	0	2	37
Total Volume	25	61	0	86	0	0	0	0	0	33	15	48	9	0	8	17	151
% App. Total	29.1	70.9	0		0	0	0		0	68.8	31.2		52.9	0	47.1		
PHF	.568	.803	.000	.896	.000	.000	.000	.000	.000	.589	.625	.600	.563	.000	.500	.531	.839

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	6	14	0	20	0	0	0	0	0	6	2	8	**4**	0	**4**	**8**	
+15 mins.	3	**19**	0	22	0	0	0	0	0	**14**	**6**	**20**	2	0	1	3	
+30 mins.	5	15	0	20	0	0	0	0	0	4	5	9	1	0	3	4	
+45 mins.	**11**	13	0	**24**	0	0	0	0	0	9	2	11	2	0	0	2	
Total Volume	25	61	0	86	0	0	0	0	0	33	15	48	9	0	8	17	
% App. Total	29.1	70.9	0		0	0	0		0	68.8	31.2		52.9	0	47.1		
PHF	.568	.803	.000	.896	.000	.000	.000	.000	.000	.589	.625	.600	.563	.000	.500	.531	

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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

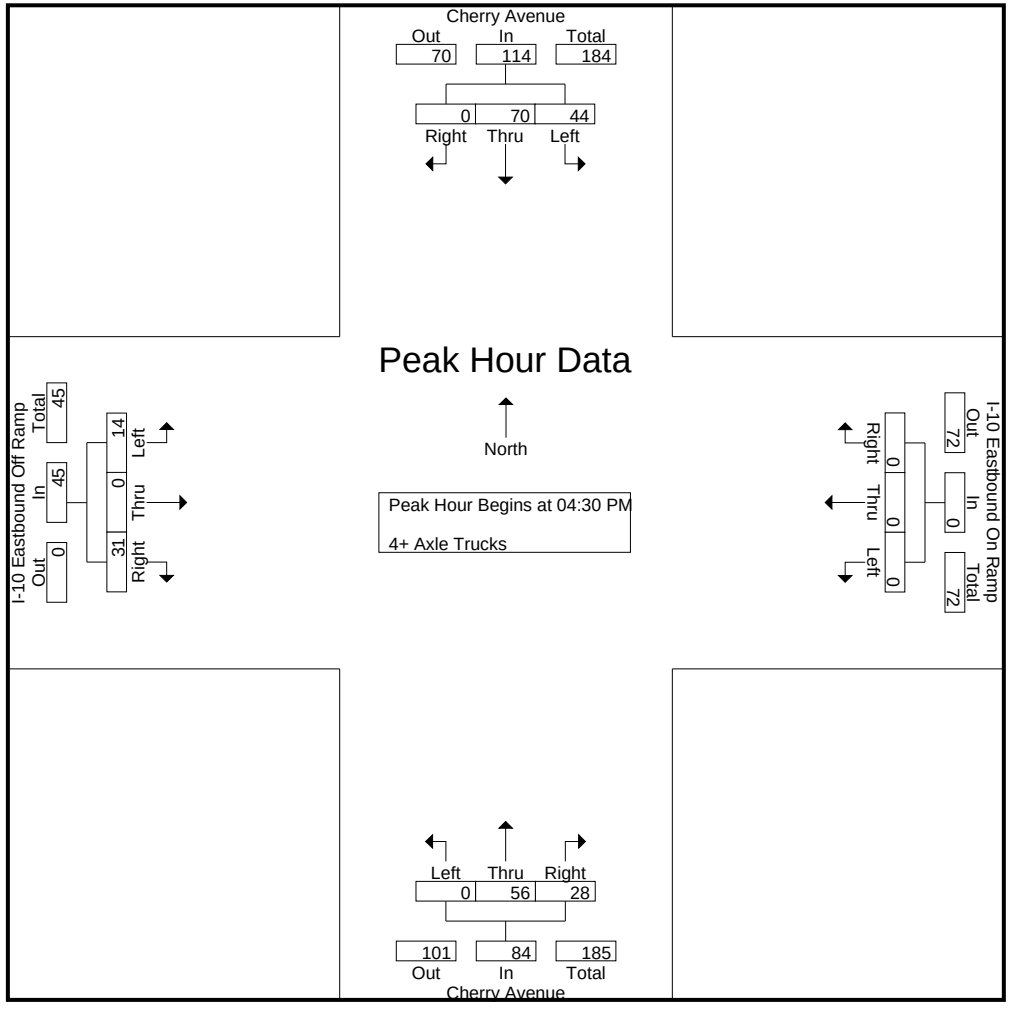
	Cherry Avenue Southbound					I-10 Eastbound On Ramp Westbound					Cherry Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	7	17	0	0	24	0	0	0	0	0	0	16	5	0	21	10	0	12	1	22	1	67	68
04:15 PM	9	15	0	0	24	0	0	0	0	0	0	16	7	0	23	8	0	19	2	27	2	74	76
04:30 PM	9	16	0	0	25	0	0	0	0	0	0	19	7	0	26	4	0	10	2	14	2	65	67
04:45 PM	12	16	0	0	28	0	0	0	0	0	0	10	3	0	13	5	0	12	1	17	1	58	59
Total	37	64	0	0	101	0	0	0	0	0	0	61	22	0	83	27	0	53	6	80	6	264	270
05:00 PM	8	20	0	0	28	0	0	0	0	0	0	11	8	0	19	2	0	5	1	7	1	54	55
05:15 PM	15	18	0	0	33	0	0	0	0	0	0	16	10	0	26	3	0	4	0	7	0	66	66
05:30 PM	10	22	0	0	32	0	0	0	0	0	0	9	8	0	17	4	0	16	0	20	0	69	69
05:45 PM	6	19	0	0	25	0	0	0	0	0	0	12	5	0	17	3	0	11	1	14	1	56	57
Total	39	79	0	0	118	0	0	0	0	0	0	48	31	0	79	12	0	36	2	48	2	245	247
Grand Total	76	143	0	0	219	0	0	0	0	0	0	109	53	0	162	39	0	89	8	128	8	509	517
Apprch %	34.7	65.3	0			0	0	0			0	67.3	32.7			30.5	0	69.5					
Total %	14.9	28.1	0		43	0	0	0		0	0	21.4	10.4		31.8	7.7	0	17.5		25.1	1.5	98.5	

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	16	0	25	0	0	0	0	0	**19**	7	**26**	4	0	10	14	65
04:45 PM	12	16	0	28	0	0	0	0	0	10	3	13	**5**	0	**12**	**17**	58
05:00 PM	8	**20**	0	28	0	0	0	0	0	11	8	19	2	0	5	7	54
05:15 PM	**15**	18	0	**33**	0	0	0	0	0	16	**10**	26	3	0	4	7	**66**
Total Volume	44	70	0	114	0	0	0	0	0	56	28	84	14	0	31	45	243
% App. Total	38.6	61.4	0		0	0	0		0	66.7	33.3		31.1	0	68.9		
PHF	.733	.875	.000	.864	.000	.000	.000	.000	.000	.737	.700	.808	.700	.000	.646	.662	.920

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Counts Unlimited, Inc.
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City of Fontana
N/S: Cherry Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Cher_10E PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				I-10 Eastbound On Ramp Westbound				Cherry Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	9	16	0	25	0	0	0	0	0	**19**	7	**26**	4	0	10	14	
+15 mins.	12	16	0	28	0	0	0	0	0	10	3	13	**5**	0	**12**	**17**	
+30 mins.	8	**20**	0	28	0	0	0	0	0	11	8	19	2	0	5	7	
+45 mins.	**15**	18	0	**33**	0	0	0	0	0	16	**10**	26	3	0	4	7	
Total Volume	44	70	0	114	0	0	0	0	0	56	28	84	14	0	31	45	
% App. Total	38.6	61.4	0		0	0	0		0	66.7	33.3		31.1	0	68.9		
PHF	.733	.875	.000	.864	.000	.000	.000	.000	.000	.737	.700	.808	.700	.000	.646	.662	

Location: Fontana
N/S: Cherry Avenue
E/W: I-10 EB Ramps

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Cherry Avenue	East Leg I-10 EB Ramps	South Leg Cherry Avenue	West Leg I-10 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Cherry Avenue	East Leg I-10 EB Ramps	South Leg Cherry Avenue	West Leg I-10 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Counts Unlimited, Inc.
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951-268-6268

Location: Fontana
N/S: Cherry Avenue
E/W: I-10 EB Ramps

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Cherry Avenue			Westbound I-10 EB Ramps			Northbound Cherry Avenue			Eastbound I-10 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	3	0	0	0	2	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	3	0	0	0	3	6

	Southbound Cherry Avenue			Westbound I-10 EB Ramps			Northbound Cherry Avenue			Eastbound I-10 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo AM
Site Code : 05123171
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

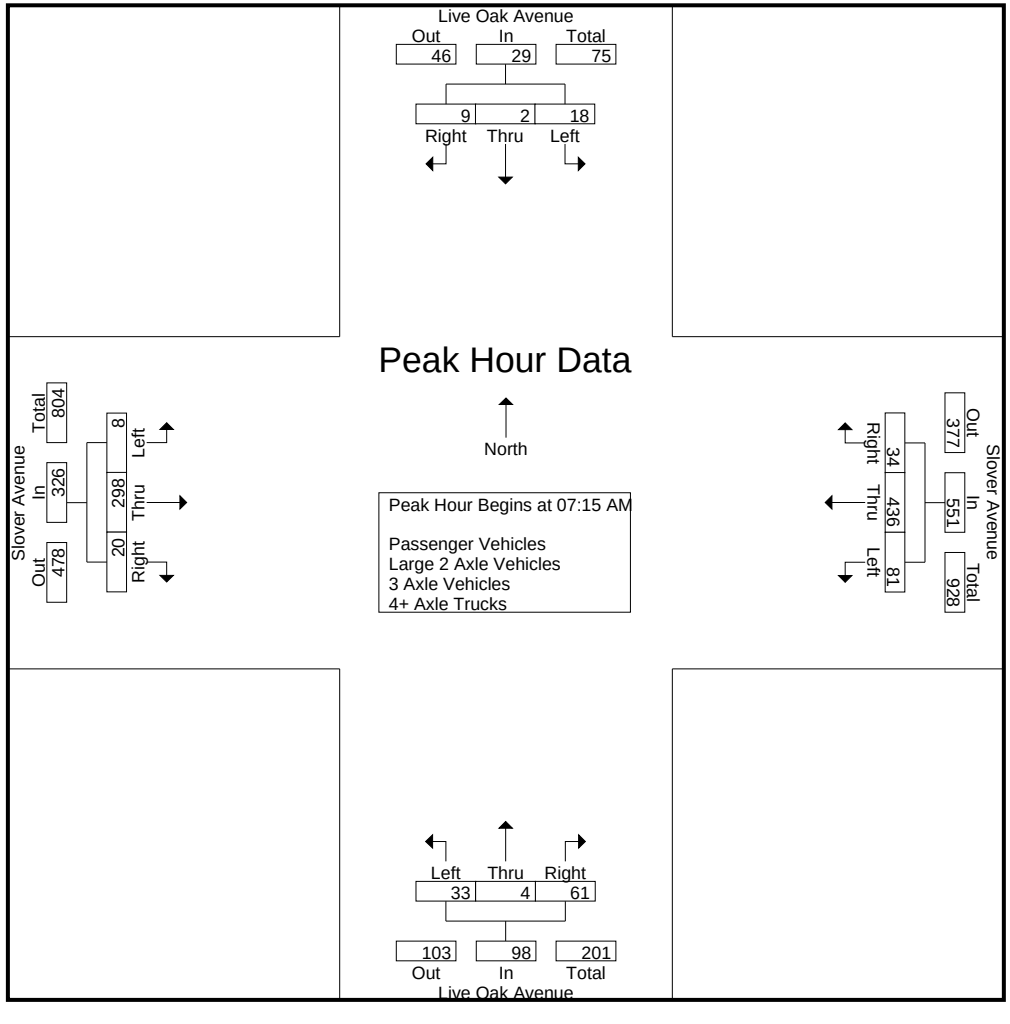
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	0	2	2	7	16	93	3	0	112	5	1	12	9	18	1	70	3	0	74	11	211	222
07:15 AM	2	1	0	0	3	25	96	6	0	127	10	0	12	9	22	0	65	11	2	76	11	228	239
07:30 AM	4	1	3	2	8	22	127	7	0	156	8	0	9	6	17	2	64	4	2	70	10	251	261
07:45 AM	3	0	4	3	7	17	112	7	0	136	10	3	18	16	31	3	90	3	0	96	19	270	289
Total	14	2	9	7	25	80	428	23	0	531	33	4	51	40	88	6	289	21	4	316	51	960	1011
08:00 AM	9	0	2	1	11	17	101	14	0	132	5	1	22	17	28	3	79	2	0	84	18	255	273
08:15 AM	2	2	4	2	8	12	74	4	0	90	1	3	17	14	21	1	93	4	0	98	16	217	233
08:30 AM	2	2	3	1	7	9	99	3	0	111	4	2	28	18	34	2	98	4	0	104	19	256	275
08:45 AM	10	1	1	1	12	7	67	6	0	80	7	3	15	10	25	6	87	1	0	94	11	211	222
Total	23	5	10	5	38	45	341	27	0	413	17	9	82	59	108	12	357	11	0	380	64	939	1003
Grand Total	37	7	19	12	63	125	769	50	0	944	50	13	133	99	196	18	646	32	4	696	115	1899	2014
Apprch %	58.7	11.1	30.2			13.2	81.5	5.3			25.5	6.6	67.9			2.6	92.8	4.6					
Total %	1.9	0.4	1		3.3	6.6	40.5	2.6		49.7	2.6	0.7	7		10.3	0.9	34	1.7		36.7	5.7	94.3	
Passenger Vehicles	32	7	13		62	111	576	44		731	34	12	106		233	14	487	27		532	0	0	1558
% Passenger Vehicles	86.5	100	68.4	83.3	82.7	88.8	74.9	88	0	77.4	68	92.3	79.7	81.8	79	77.8	75.4	84.4	100	76	0	0	77.4
Large 2 Axle Vehicles	2	0	1		4	4	51	2		57	2	0	3		7	0	40	0		40	0	0	108
% Large 2 Axle Vehicles	5.4	0	5.3	8.3	5.3	3.2	6.6	4	0	6	4	0	2.3	2	2.4	0	6.2	0	0	5.7	0	0	5.4
3 Axle Vehicles	1	0	2		4	1	45	0		46	1	0	6		10	0	34	2		36	0	0	96
% 3 Axle Vehicles	2.7	0	10.5	8.3	5.3	0.8	5.9	0	0	4.9	2	0	4.5	3	3.4	0	5.3	6.2	0	5.1	0	0	4.8
4+ Axle Trucks	2	0	3		5	9	97	4		110	13	1	18		45	4	85	3		92	0	0	252
% 4+ Axle Trucks	5.4	0	15.8	0	6.7	7.2	12.6	8	0	11.7	26	7.7	13.5	13.1	15.3	22.2	13.2	9.4	0	13.1	0	0	12.5

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	**1**	0	3	**25**	96	6	127	**10**	0	12	22	0	65	**11**	76	228
07:30 AM	4	1	3	8	22	**127**	7	**156**	8	0	9	17	2	64	4	70	251
07:45 AM	3	0	**4**	7	17	112	7	136	10	**3**	18	**31**	**3**	**90**	3	**96**	**270**
08:00 AM	**9**	0	2	**11**	17	101	**14**	132	5	1	**22**	28	3	79	2	84	255
Total Volume	18	2	9	29	81	436	34	551	33	4	61	98	8	298	20	326	1004
% App. Total	62.1	6.9	31		14.7	79.1	6.2		33.7	4.1	62.2		2.5	91.4	6.1		
PHF	.500	.500	.563	.659	.810	.858	.607	.883	.825	.333	.693	.790	.667	.828	.455	.849	.930

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City of Fontana
N/S: Live Oak Avenue
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Weather: Clear

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	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:15 AM				07:45 AM				07:45 AM				
+0 mins.	9	0	2	11	**25**	96	6	127	**10**	**3**	18	31	**3**	90	3	96	
+15 mins.	2	**2**	**4**	8	22	**127**	7	**156**	5	1	22	28	3	79	2	84	
+30 mins.	2	2	3	7	17	112	7	136	1	3	17	21	1	93	**4**	98	
+45 mins.	**10**	1	1	**12**	17	101	**14**	132	4	2	**28**	**34**	2	**98**	4	**104**	
Total Volume	23	5	10	38	81	436	34	551	20	9	85	114	9	360	13	382	
% App. Total	60.5	13.2	26.3		14.7	79.1	6.2		17.5	7.9	74.6		2.4	94.2	3.4		
PHF	.575	.625	.625	.792	.810	.858	.607	.883	.500	.750	.759	.838	.750	.918	.813	.918	

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Groups Printed- Passenger Vehicles

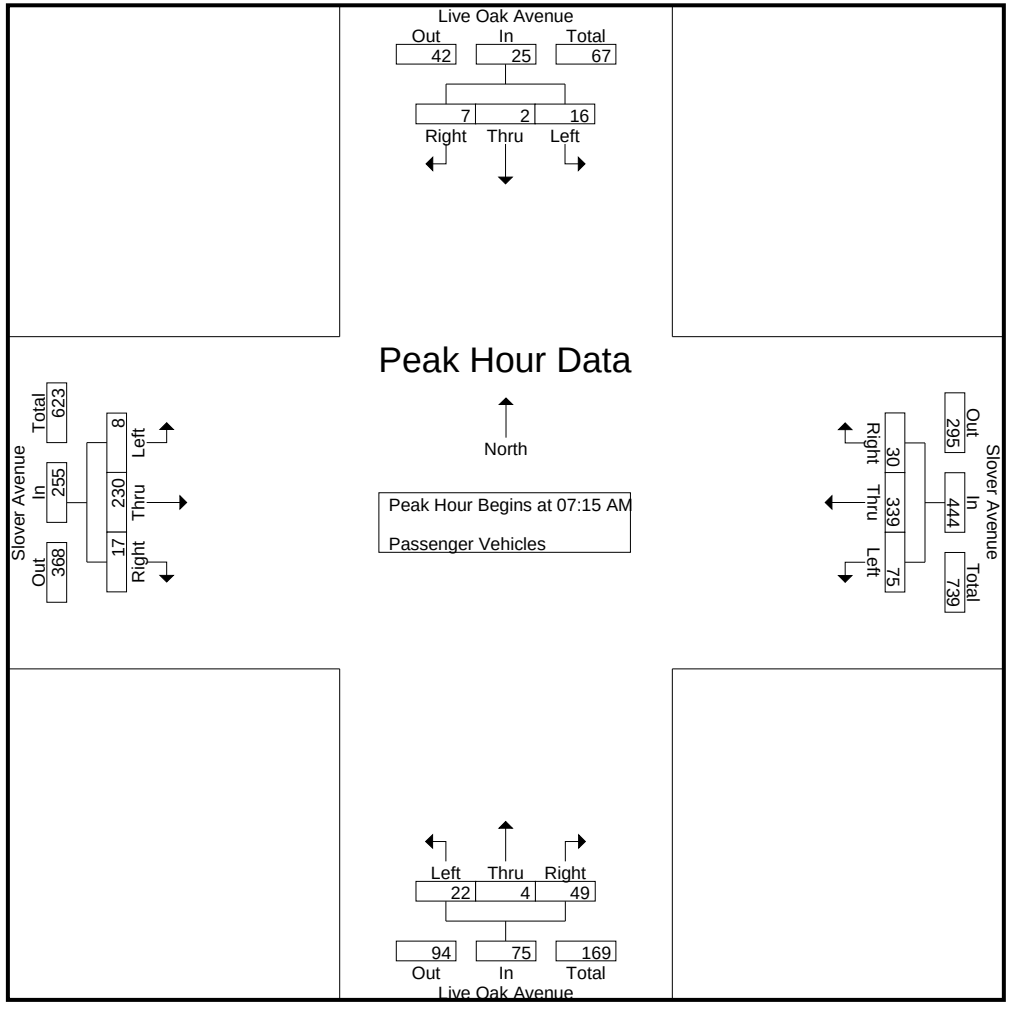
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	0	1	1	5	14	75	3	0	92	4	1	9	7	14	1	56	2	0	59	8	170	178
07:15 AM	1	1	0	0	2	22	74	4	0	100	7	0	9	7	16	0	50	9	2	59	9	177	186
07:30 AM	3	1	2	1	6	21	106	6	0	133	4	0	5	3	9	2	46	4	2	52	6	200	206
07:45 AM	3	0	3	3	6	15	82	7	0	104	7	3	18	16	28	3	75	3	0	81	19	219	238
Total	11	2	6	5	19	72	337	20	0	429	22	4	41	33	67	6	227	18	4	251	42	766	808
08:00 AM	9	0	2	1	11	17	77	13	0	107	4	1	17	14	22	3	59	1	0	63	15	203	218
08:15 AM	2	2	2	2	6	11	46	3	0	60	1	3	13	11	17	1	70	3	0	74	13	157	170
08:30 AM	1	2	2	1	5	6	67	3	0	76	2	2	24	16	28	0	77	4	0	81	17	190	207
08:45 AM	9	1	1	1	11	5	49	5	0	59	5	2	11	7	18	4	54	1	0	59	8	147	155
Total	21	5	7	5	33	39	239	24	0	302	12	8	65	48	85	8	260	9	0	277	53	697	750
Grand Total	32	7	13	10	52	111	576	44	0	731	34	12	106	81	152	14	487	27	4	528	95	1463	1558
Apprch %	61.5	13.5	25			15.2	78.8	6			22.4	7.9	69.7			2.7	92.2	5.1					
Total %	2.2	0.5	0.9		3.6	7.6	39.4	3		50	2.3	0.8	7.2		10.4	1	33.3	1.8		36.1	6.1	93.9	

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**1**	0	2	**22**	74	4	100	**7**	0	9	16	0	50	**9**	59	177
07:30 AM	3	1	2	6	21	**106**	6	**133**	4	0	5	9	2	46	4	52	200
07:45 AM	3	0	**3**	6	15	82	7	104	7	**3**	**18**	**28**	**3**	**75**	3	**81**	**219**
08:00 AM	**9**	0	2	**11**	17	77	**13**	107	4	1	17	22	3	59	1	63	203
Total Volume	16	2	7	25	75	339	30	444	22	4	49	75	8	230	17	255	799
% App. Total	64	8	28		16.9	76.4	6.8		29.3	5.3	65.3		3.1	90.2	6.7		
PHF	.444	.500	.583	.568	.852	.800	.577	.835	.786	.333	.681	.670	.667	.767	.472	.787	.912

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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

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	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	1	**1**	0	2	**22**	74	4	100	**7**	0	9	16	0	50	**9**	59	
+15 mins.	3	1	2	6	21	**106**	6	**133**	4	0	5	9	2	46	4	52	
+30 mins.	3	0	**3**	6	15	82	7	104	7	**3**	**18**	**28**	**3**	**75**	3	**81**	
+45 mins.	**9**	0	2	**11**	17	77	**13**	107	4	1	17	22	3	59	1	63	
Total Volume	16	2	7	25	75	339	30	444	22	4	49	75	8	230	17	255	
% App. Total	64	8	28		16.9	76.4	6.8		29.3	5.3	65.3		3.1	90.2	6.7		
PHF	.444	.500	.583	.568	.852	.800	.577	.835	.786	.333	.681	.670	.667	.767	.472	.787	

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Groups Printed- Large 2 Axle Vehicles

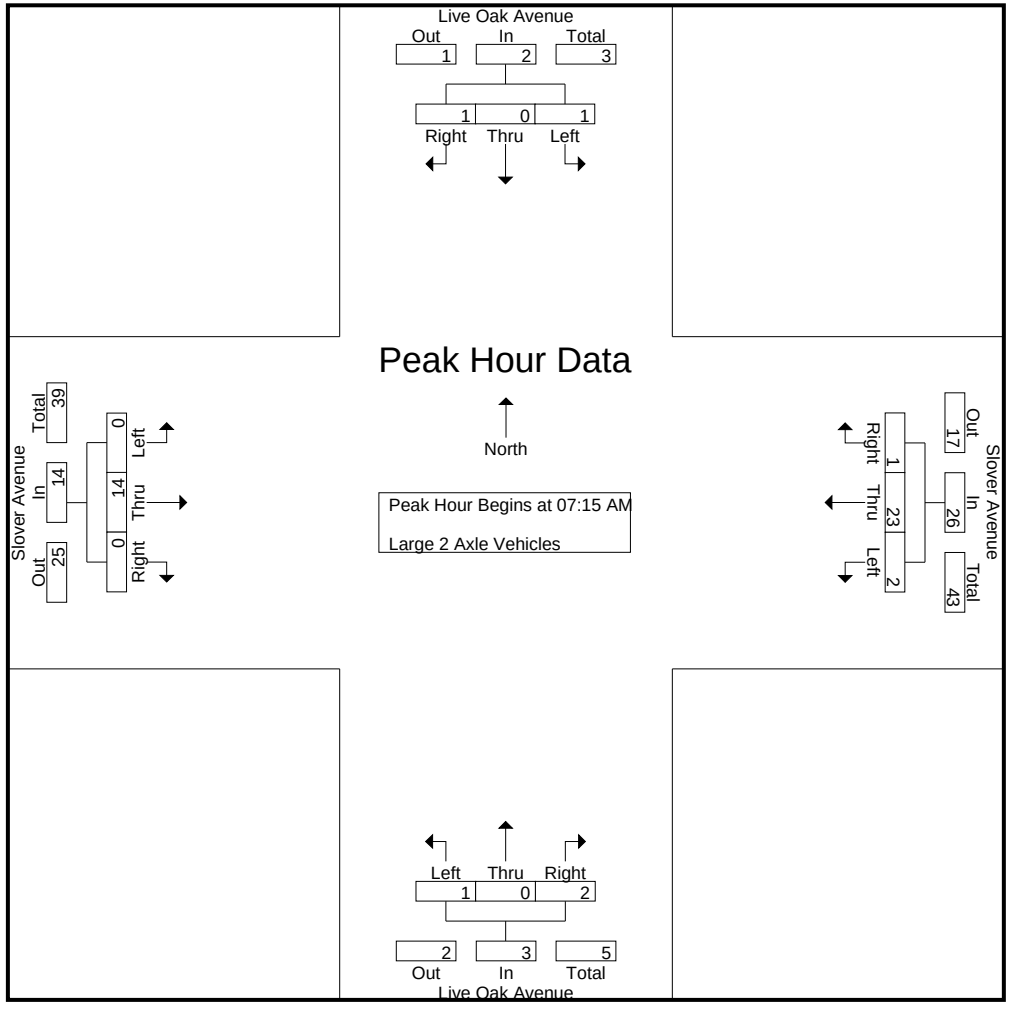
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	12	12
07:15 AM	0	0	0	0	0	1	6	1	0	8	1	0	0	0	1	0	3	0	0	3	0	12	12
07:30 AM	1	0	1	1	2	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	1	8	9
07:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	0	16	16
Total	1	0	1	1	2	2	23	1	0	26	1	0	0	0	1	0	19	0	0	19	1	48	49
08:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	1	2	0	2	0	0	2	1	9	10
08:15 AM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	7	0	0	7	0	17	17
08:30 AM	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	0	6	0	0	6	0	14	14
08:45 AM	1	0	0	0	1	0	8	1	0	9	0	0	1	1	1	0	6	0	0	6	1	17	18
Total	1	0	0	0	1	2	28	1	0	31	1	0	3	2	4	0	21	0	0	21	2	57	59
Grand Total	2	0	1	1	3	4	51	2	0	57	2	0	3	2	5	0	40	0	0	40	3	105	108
Apprch %	66.7	0	33.3			7	89.5	3.5			40	0	60			0	100	0					
Total %	1.9	0	1		2.9	3.8	48.6	1.9		54.3	1.9	0	2.9		4.8	0	38.1	0		38.1	2.8	97.2	

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**1**	6	**1**	8	**1**	0	0	1	0	3	0	3	12
07:30 AM	**1**	0	**1**	**2**	1	2	0	3	0	0	0	0	0	3	0	3	8
07:45 AM	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**6**	0	**6**	**16**
08:00 AM	0	0	0	0	0	5	0	5	0	0	**2**	**2**	0	2	0	2	9
Total Volume	1	0	1	2	2	23	1	26	1	0	2	3	0	14	0	14	45
% App. Total	50	0	50		7.7	88.5	3.8		33.3	0	66.7		0	100	0		
PHF	.250	.000	.250	.250	.500	.575	.250	.650	.250	.000	.250	.375	.000	.583	.000	.583	.703

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	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	**1**	6	**1**	8	**1**	0	0	1	0	3	0	3	
+15 mins.	**1**	0	**1**	**2**	1	2	0	3	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**6**	0	**6**	
+45 mins.	0	0	0	0	0	5	0	5	0	0	**2**	**2**	0	2	0	2	
Total Volume	1	0	1	2	2	23	1	26	1	0	2	3	0	14	0	14	
% App. Total	50	0	50		7.7	88.5	3.8		33.3	0	66.7		0	100	0		
PHF	.250	.000	.250	.250	.500	.575	.250	.650	.250	.000	.250	.375	.000	.583	.000	.583	

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Groups Printed- 3 Axle Vehicles

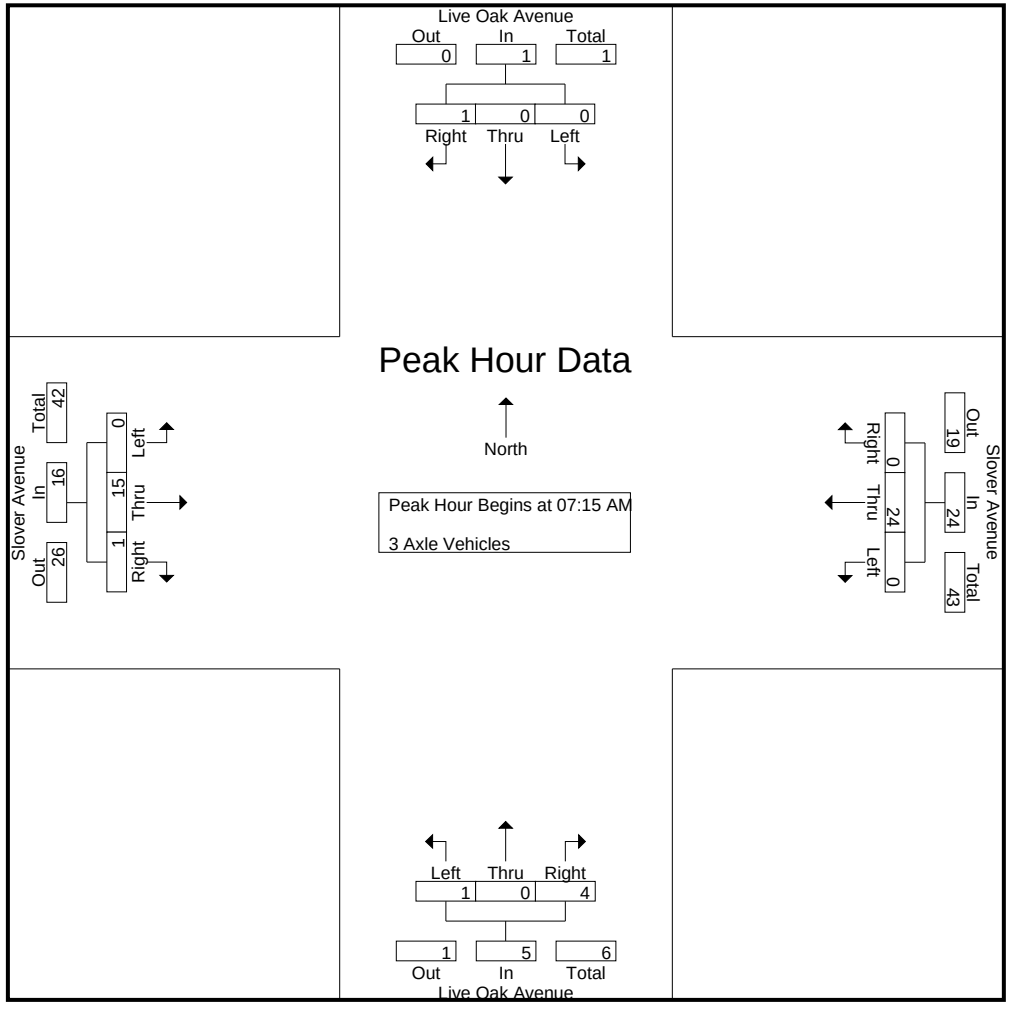
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	1	1	2	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	1	9	10
07:15 AM	0	0	0	0	0	0	5	0	0	5	1	0	2	1	3	0	3	1	0	4	1	12	13
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	11	11
07:45 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	9	9
Total	1	0	2	1	3	0	21	0	0	21	1	0	2	1	3	0	12	2	0	14	2	41	43
08:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	2	1	2	0	5	0	0	5	1	14	15
08:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	13	13
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	5	0	0	5	0	12	12
08:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	1	1	1	0	7	0	0	7	1	12	13
Total	0	0	0	0	0	1	24	0	0	25	0	0	4	2	4	0	22	0	0	22	2	51	53
Grand Total	1	0	2	1	3	1	45	0	0	46	1	0	6	3	7	0	34	2	0	36	4	92	96
Apprch %	33.3	0	66.7			2.2	97.8	0			14.3	0	85.7			0	94.4	5.6					
Total %	1.1	0	2.2		3.3	1.1	48.9	0		50	1.1	0	6.5		7.6	0	37	2.2		39.1	4.2	95.8	

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	5	0	5	**1**	0	**2**	**3**	0	3	**1**	4	12
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	**5**	0	**5**	11
07:45 AM	0	0	**1**	**1**	0	6	0	6	0	0	0	0	0	2	0	2	9
08:00 AM	0	0	0	0	0	**7**	0	**7**	0	0	2	2	0	5	0	5	**14**
Total Volume	0	0	1	1	0	24	0	24	1	0	4	5	0	15	1	16	46
% App. Total	0	0	100		0	100	0		20	0	80		0	93.8	6.2		
PHF	.000	.000	.250	.250	.000	.857	.000	.857	.250	.000	.500	.417	.000	.750	.250	.800	.821

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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo AM
Site Code : 05123171
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Site Code : 05123171
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	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	5	0	5	**1**	0	**2**	**3**	0	3	**1**	4	
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	**5**	0	**5**	
+30 mins.	0	0	**1**	**1**	0	6	0	6	0	0	0	0	0	2	0	2	
+45 mins.	0	0	0	0	0	**7**	0	**7**	0	0	2	2	0	5	0	5	
Total Volume	0	0	1	1	0	24	0	24	1	0	4	5	0	15	1	16	
% App. Total	0	0	100		0	100	0		20	0	80		0	93.8	6.2		
PHF	.000	.000	.250	.250	.000	.857	.000	.857	.250	.000	.500	.417	.000	.750	.250	.800	

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Groups Printed- 4+ Axle Trucks

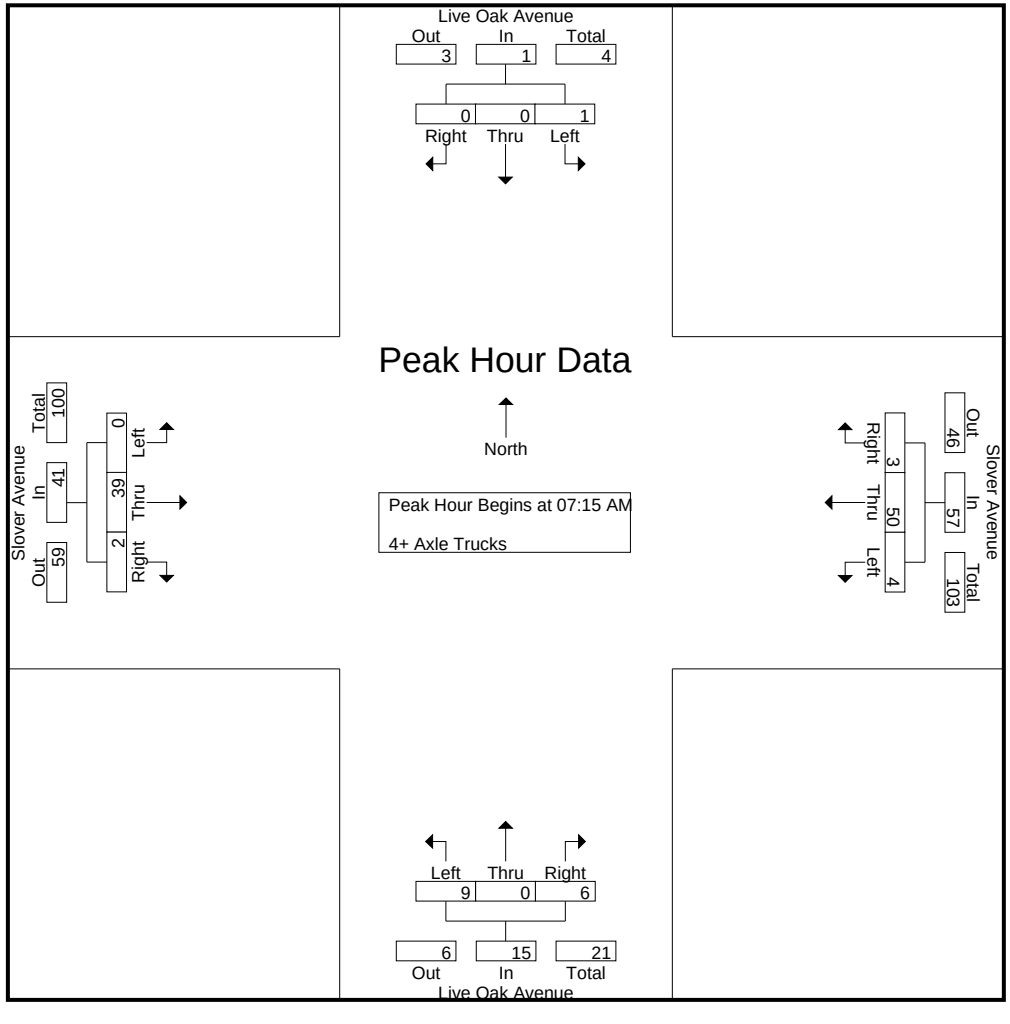
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	2	9	0	0	11	1	0	3	2	4	0	5	0	0	5	2	20	22
07:15 AM	1	0	0	0	1	2	11	1	0	14	1	0	1	1	2	0	9	1	0	10	1	27	28
07:30 AM	0	0	0	0	0	0	13	1	0	14	4	0	4	3	8	0	10	0	0	10	3	32	35
07:45 AM	0	0	0	0	0	2	14	0	0	16	3	0	0	0	3	0	7	0	0	7	0	26	26
Total	1	0	0	0	1	6	47	2	0	55	9	0	8	6	17	0	31	1	0	32	6	105	111
08:00 AM	0	0	0	0	0	0	12	1	0	13	1	0	1	1	2	0	13	1	0	14	1	29	30
08:15 AM	0	0	2	0	2	0	11	1	0	12	0	0	4	3	4	0	11	1	0	12	3	30	33
08:30 AM	1	0	1	0	2	2	20	0	0	22	1	0	3	2	4	2	10	0	0	12	2	40	42
08:45 AM	0	0	0	0	0	1	7	0	0	8	2	1	2	1	5	2	20	0	0	22	1	35	36
Total	1	0	3	0	4	3	50	2	0	55	4	1	10	7	15	4	54	2	0	60	7	134	141
Grand Total	2	0	3	0	5	9	97	4	0	110	13	1	18	13	32	4	85	3	0	92	13	239	252
Apprch %	40	0	60			8.2	88.2	3.6			40.6	3.1	56.2			4.3	92.4	3.3					
Total %	0.8	0	1.3		2.1	3.8	40.6	1.7		46	5.4	0.4	7.5		13.4	1.7	35.6	1.3		38.5	5.2	94.8	

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	**1**	**2**	11	**1**	14	1	0	1	2	0	9	**1**	10	27
07:30 AM	0	0	0	0	0	13	1	14	**4**	0	**4**	**8**	0	10	0	10	**32**
07:45 AM	0	0	0	0	2	**14**	0	**16**	3	0	0	3	0	7	0	7	26
08:00 AM	0	0	0	0	0	12	1	13	1	0	1	2	0	**13**	1	**14**	29
Total Volume	1	0	0	1	4	50	3	57	9	0	6	15	0	39	2	41	114
% App. Total	100	0	0		7	87.7	5.3		60	0	40		0	95.1	4.9		
PHF	.250	.000	.000	.250	.500	.893	.750	.891	.563	.000	.375	.469	.000	.750	.500	.732	.891

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City of Fontana
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	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**1**	0	0	**1**	**2**	11	**1**	14	1	0	1	2	0	9	**1**	10	
+15 mins.	0	0	0	0	0	13	1	14	**4**	0	**4**	**8**	0	10	0	10	
+30 mins.	0	0	0	0	2	**14**	0	**16**	3	0	0	3	0	7	0	7	
+45 mins.	0	0	0	0	0	12	1	13	1	0	1	2	0	**13**	1	**14**	
Total Volume	1	0	0	1	4	50	3	57	9	0	6	15	0	39	2	41	
% App. Total	100	0	0		7	87.7	5.3		60	0	40		0	95.1	4.9		
PHF	.250	.000	.000	.250	.500	.893	.750	.891	.563	.000	.375	.469	.000	.750	.500	.732	

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

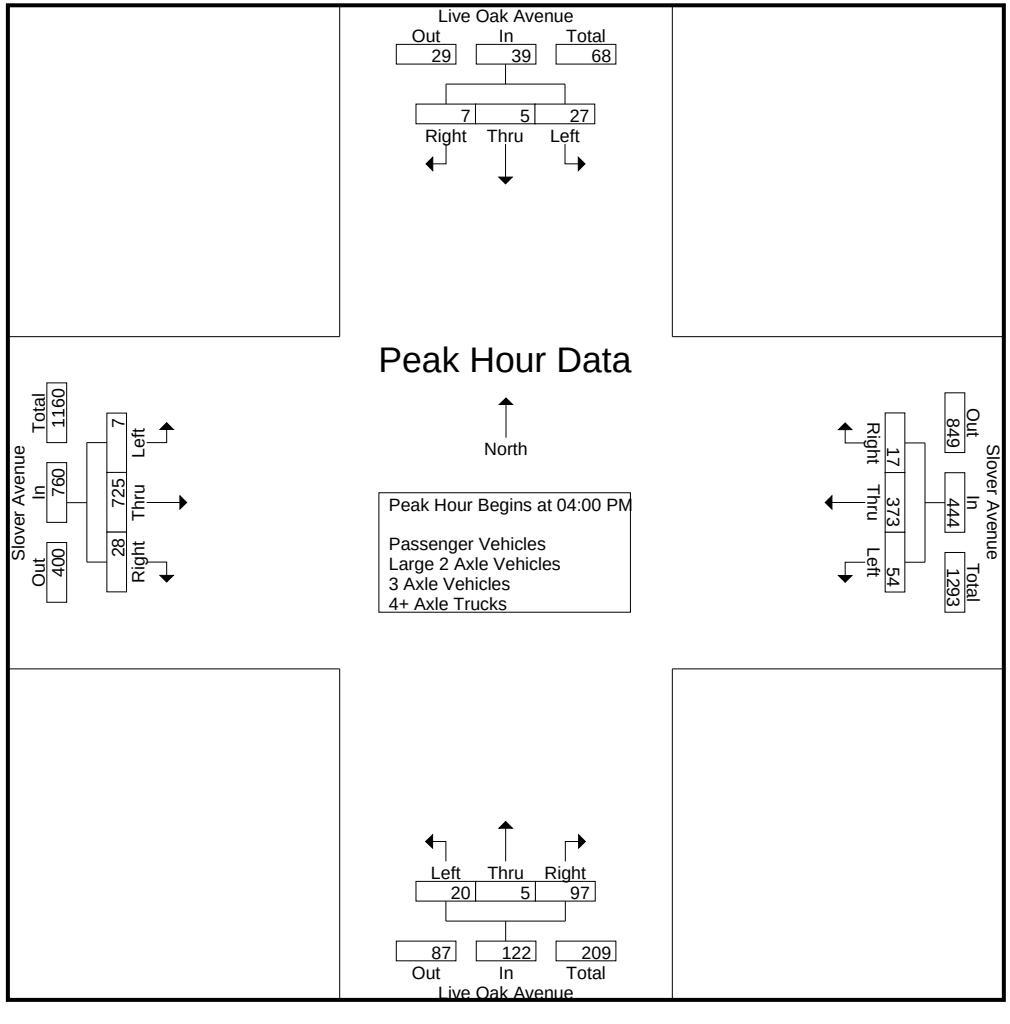
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	3	5	2	13	14	102	4	0	120	2	2	31	10	35	3	195	7	1	205	13	373	386
04:15 PM	5	2	2	0	9	15	84	5	0	104	10	1	17	12	28	1	189	5	1	195	13	336	349
04:30 PM	6	0	0	0	6	13	88	4	0	105	3	2	29	17	34	1	171	8	0	180	17	325	342
04:45 PM	11	0	0	0	11	12	99	4	0	115	5	0	20	9	25	2	170	8	0	180	9	331	340
Total	27	5	7	2	39	54	373	17	0	444	20	5	97	48	122	7	725	28	2	760	52	1365	1417
05:00 PM	7	3	1	1	11	11	115	2	0	128	3	2	25	17	30	2	168	6	1	176	19	345	364
05:15 PM	5	0	2	1	7	12	80	3	0	95	2	1	21	16	24	0	181	4	0	185	17	311	328
05:30 PM	6	3	0	0	9	20	88	1	0	109	2	0	19	13	21	0	150	8	0	158	13	297	310
05:45 PM	4	0	1	0	5	11	75	1	0	87	3	0	20	14	23	0	116	9	2	125	16	240	256
Total	22	6	4	2	32	54	358	7	0	419	10	3	85	60	98	2	615	27	3	644	65	1193	1258
Grand Total	49	11	11	4	71	108	731	24	0	863	30	8	182	108	220	9	1340	55	5	1404	117	2558	2675
Apprch %	69	15.5	15.5			12.5	84.7	2.8			13.6	3.6	82.7			0.6	95.4	3.9					
Total %	1.9	0.4	0.4		2.8	4.2	28.6	0.9		33.7	1.2	0.3	7.1		8.6	0.4	52.4	2.2		54.9	4.4	95.6	
Passenger Vehicles	46	10	10		70	93	615	23		731	26	8	160		294	8	1161	40		1212	0	0	2307
% Passenger Vehicles	93.9	90.9	90.9	100	93.3	86.1	84.1	95.8	0	84.7	86.7	100	87.9	92.6	89.6	88.9	86.6	72.7	60	86	0	0	86.2
Large 2 Axle Vehicles	2	0	0		2	3	28	0		31	0	0	7		10	0	43	1		44	0	0	87
% Large 2 Axle Vehicles	4.1	0	0	0	2.7	2.8	3.8	0	0	3.6	0	0	3.8	2.8	3	0	3.2	1.8	0	3.1	0	0	3.3
3 Axle Vehicles	1	1	0		2	0	36	0		36	1	0	7		11	0	43	2		46	0	0	95
% 3 Axle Vehicles	2	9.1	0	0	2.7	0	4.9	0	0	4.2	3.3	0	3.8	2.8	3.4	0	3.2	3.6	20	3.3	0	0	3.6
4+ Axle Trucks	0	0	1		1	12	52	1		65	3	0	8		13	1	93	12		107	0	0	186
% 4+ Axle Trucks	0	0	9.1	0	1.3	11.1	7.1	4.2	0	7.5	10	0	4.4	1.9	4	11.1	6.9	21.8	20	7.6	0	0	7

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	**3**	**5**	**13**	14	**102**	4	**120**	2	**2**	**31**	**35**	**3**	**195**	7	**205**	**373**
04:15 PM	5	2	2	9	**15**	84	**5**	104	**10**	1	17	28	1	189	5	195	336
04:30 PM	6	0	0	6	13	88	4	105	3	2	29	34	1	171	**8**	180	325
04:45 PM	**11**	0	0	11	12	99	4	115	5	0	20	25	2	170	8	180	331
Total Volume	27	5	7	39	54	373	17	444	20	5	97	122	7	725	28	760	1365
% App. Total	69.2	12.8	17.9		12.2	84	3.8		16.4	4.1	79.5		0.9	95.4	3.7		
PHF	.614	.417	.350	.750	.900	.914	.850	.925	.500	.625	.782	.871	.583	.929	.875	.927	.915

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	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:00 PM				04:00 PM				
+0 mins.	5	**3**	**5**	**13**	**15**	84	**5**	104	2	**2**	**31**	**35**	**3**	**195**	7	**205**	
+15 mins.	5	2	2	9	13	88	4	105	**10**	1	17	28	1	189	5	195	
+30 mins.	6	0	0	6	12	99	4	115	3	2	29	34	1	171	**8**	180	
+45 mins.	**11**	0	0	11	11	**115**	2	**128**	5	0	20	25	2	170	8	180	
Total Volume	27	5	7	39	51	386	15	452	20	5	97	122	7	725	28	760	
% App. Total	69.2	12.8	17.9		11.3	85.4	3.3		16.4	4.1	79.5		0.9	95.4	3.7		
PHF	.614	.417	.350	.750	.850	.839	.750	.883	.500	.625	.782	.871	.583	.929	.875	.927	

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Groups Printed- Passenger Vehicles

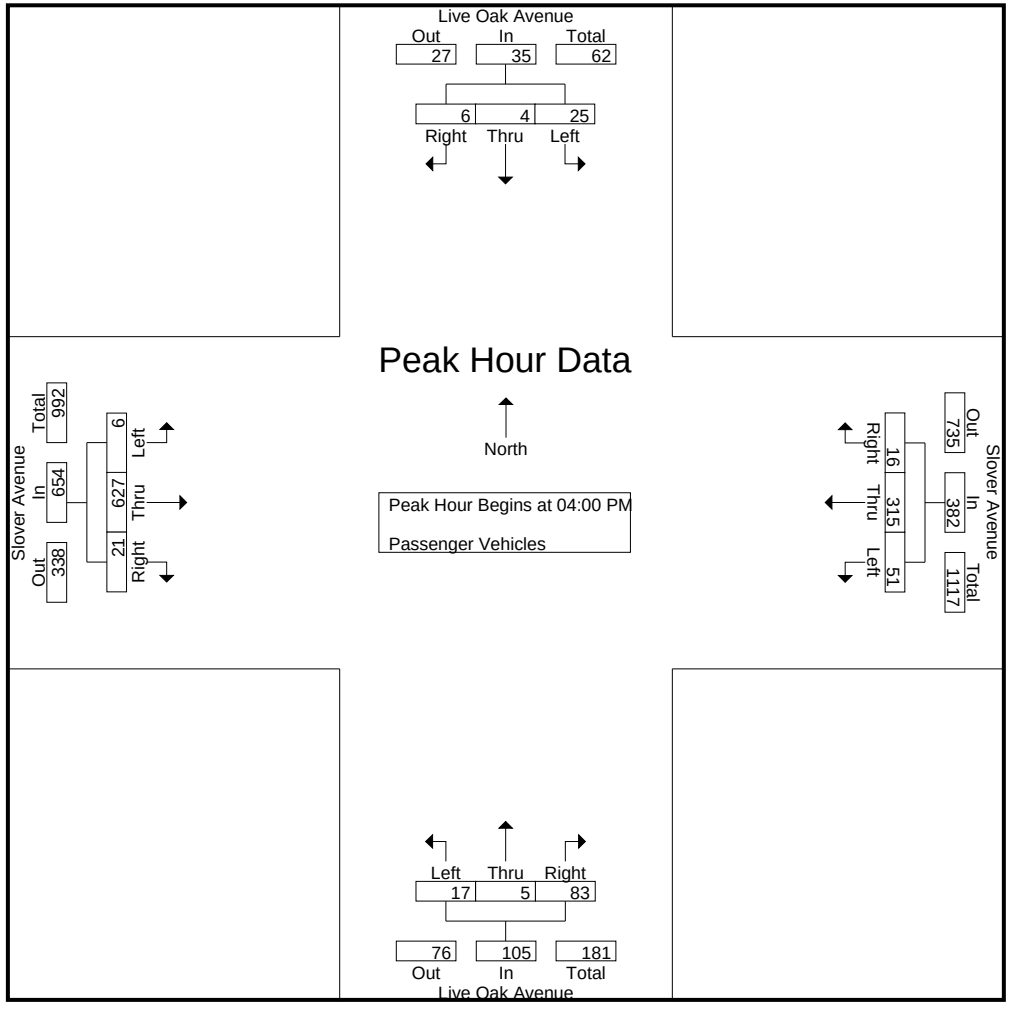
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	2	5	2	10	13	88	4	0	105	2	2	27	8	31	3	168	4	0	175	10	321	331
04:15 PM	5	2	1	0	8	14	68	4	0	86	9	1	14	11	24	1	163	3	1	167	12	285	297
04:30 PM	6	0	0	0	6	13	73	4	0	90	3	2	26	16	31	1	146	7	0	154	16	281	297
04:45 PM	11	0	0	0	11	11	86	4	0	101	3	0	16	8	19	1	150	7	0	158	8	289	297
Total	25	4	6	2	35	51	315	16	0	382	17	5	83	43	105	6	627	21	1	654	46	1176	1222
05:00 PM	7	3	1	1	11	9	99	2	0	110	3	2	24	16	29	2	147	4	0	153	17	303	320
05:15 PM	5	0	2	1	7	9	67	3	0	79	2	1	17	15	20	0	159	4	0	163	16	269	285
05:30 PM	6	3	0	0	9	16	72	1	0	89	1	0	17	12	18	0	126	5	0	131	12	247	259
05:45 PM	3	0	1	0	4	8	62	1	0	71	3	0	19	14	22	0	102	6	2	108	16	205	221
Total	21	6	4	2	31	42	300	7	0	349	9	3	77	57	89	2	534	19	2	555	61	1024	1085
Grand Total	46	10	10	4	66	93	615	23	0	731	26	8	160	100	194	8	1161	40	3	1209	107	2200	2307
Apprch %	69.7	15.2	15.2			12.7	84.1	3.1			13.4	4.1	82.5			0.7	96	3.3					
Total %	2.1	0.5	0.5		3	4.2	28	1		33.2	1.2	0.4	7.3		8.8	0.4	52.8	1.8		55	4.6	95.4	

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**2**	**5**	10	13	**88**	**4**	**105**	2	**2**	**27**	**31**	**3**	**168**	4	**175**	**321**
04:15 PM	5	2	1	8	**14**	68	4	86	**9**	1	14	24	1	163	3	167	285
04:30 PM	6	0	0	6	13	73	4	90	3	2	26	31	1	146	**7**	154	281
04:45 PM	**11**	0	0	**11**	11	86	4	101	3	0	16	19	1	150	7	158	289
Total Volume	25	4	6	35	51	315	16	382	17	5	83	105	6	627	21	654	1176
% App. Total	71.4	11.4	17.1		13.4	82.5	4.2		16.2	4.8	79		0.9	95.9	3.2		
PHF	.568	.500	.300	.795	.911	.895	1.00	.910	.472	.625	.769	.847	.500	.933	.750	.934	.916

Counts Unlimited, Inc.
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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 2



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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	3	**2**	**5**	10	13	**88**	**4**	**105**	2	**2**	**27**	**31**	**3**	**168**	4	**175**	
+15 mins.	5	2	1	8	**14**	68	4	86	**9**	1	14	24	1	163	3	167	
+30 mins.	6	0	0	6	13	73	4	90	3	2	26	31	1	146	**7**	154	
+45 mins.	**11**	0	0	**11**	11	86	4	101	3	0	16	19	1	150	7	158	
Total Volume	25	4	6	35	51	315	16	382	17	5	83	105	6	627	21	654	
% App. Total	71.4	11.4	17.1		13.4	82.5	4.2		16.2	4.8	79		0.9	95.9	3.2		
PHF	.568	.500	.300	.795	.911	.895	1.000	.910	.472	.625	.769	.847	.500	.933	.750	.934	

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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

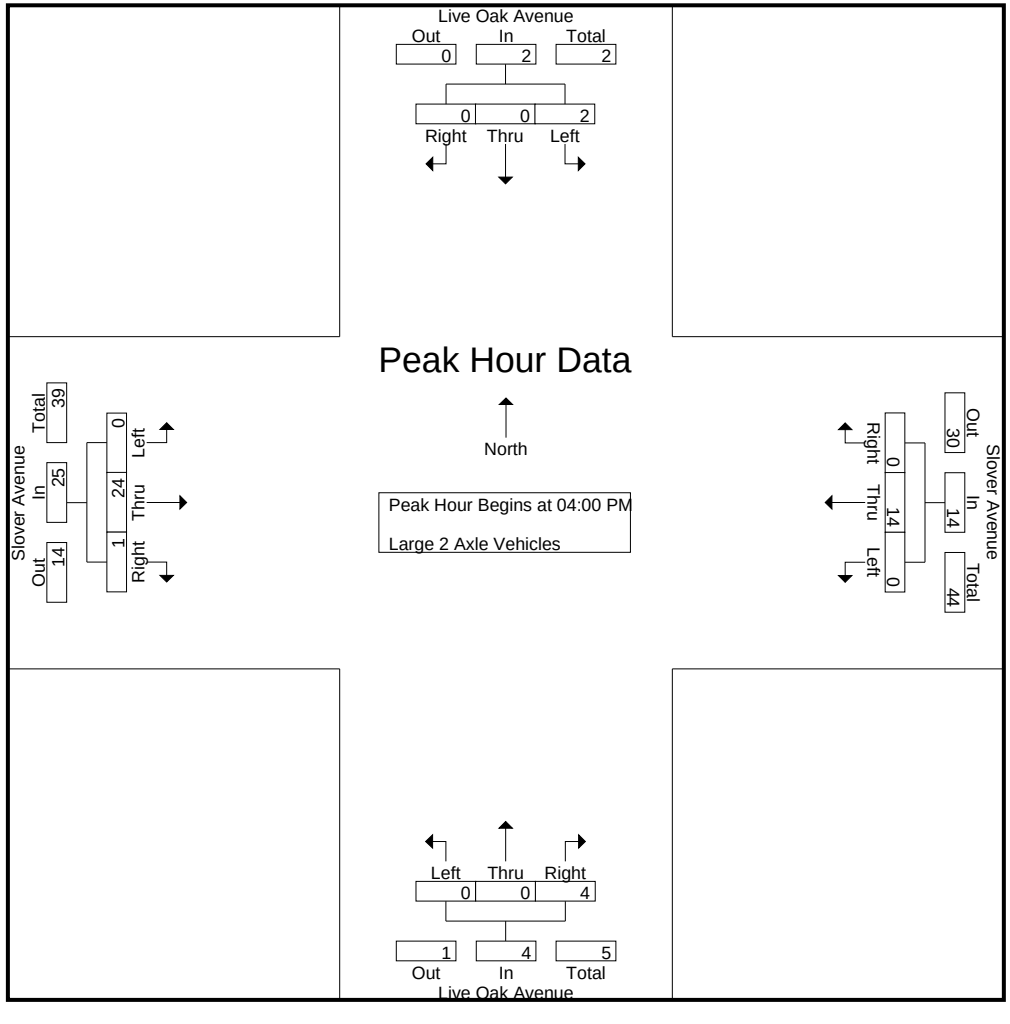
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	0	0	0	2	0	2	0	0	2	0	0	2	1	2	0	6	1	0	7	1	13	14
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	10	10
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	10	10
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	1	2	0	6	0	0	6	1	12	13
Total	2	0	0	0	2	0	14	0	0	14	0	0	4	2	4	0	24	1	0	25	2	45	47
05:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
05:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	11	0	0	11	0	17	17
05:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	2	1	2	0	6	0	0	6	1	13	14
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
Total	0	0	0	0	0	3	14	0	0	17	0	0	3	1	3	0	19	0	0	19	1	39	40
Grand Total	2	0	0	0	2	3	28	0	0	31	0	0	7	3	7	0	43	1	0	44	3	84	87
Apprch %	100	0	0			9.7	90.3	0			0	0	100			0	97.7	2.3					
Total %	2.4	0	0		2.4	3.6	33.3	0		36.9	0	0	8.3		8.3	0	51.2	1.2		52.4	3.4	96.6	

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	**2**	0	2	0	2	0	0	**2**	**2**	0	6	**1**	**7**	**13**
04:15 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	5	0	5	10
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**7**	0	7	10
04:45 PM	0	0	0	0	0	4	0	4	0	0	2	2	0	6	0	6	12
Total Volume	2	0	0	2	0	14	0	14	0	0	4	4	0	24	1	25	45
% App. Total	100	0	0		0	100	0		0	0	100		0	96	4		
PHF	.250	.000	.000	.250	.000	.700	.000	.700	.000	.000	.500	.500	.000	.857	.250	.893	.865

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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 2



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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**2**	0	0	**2**	0	2	0	2	0	0	**2**	**2**	0	6	**1**	**7**	
+15 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	5	0	5	
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**7**	0	7	
+45 mins.	0	0	0	0	0	4	0	4	0	0	2	2	0	6	0	6	
Total Volume	2	0	0	2	0	14	0	14	0	0	4	4	0	24	1	25	
% App. Total	100	0	0		0	100	0		0	0	100		0	96	4		
PHF	.250	.000	.000	.250	.000	.700	.000	.700	.000	.000	.500	.500	.000	.857	.250	.893	

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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

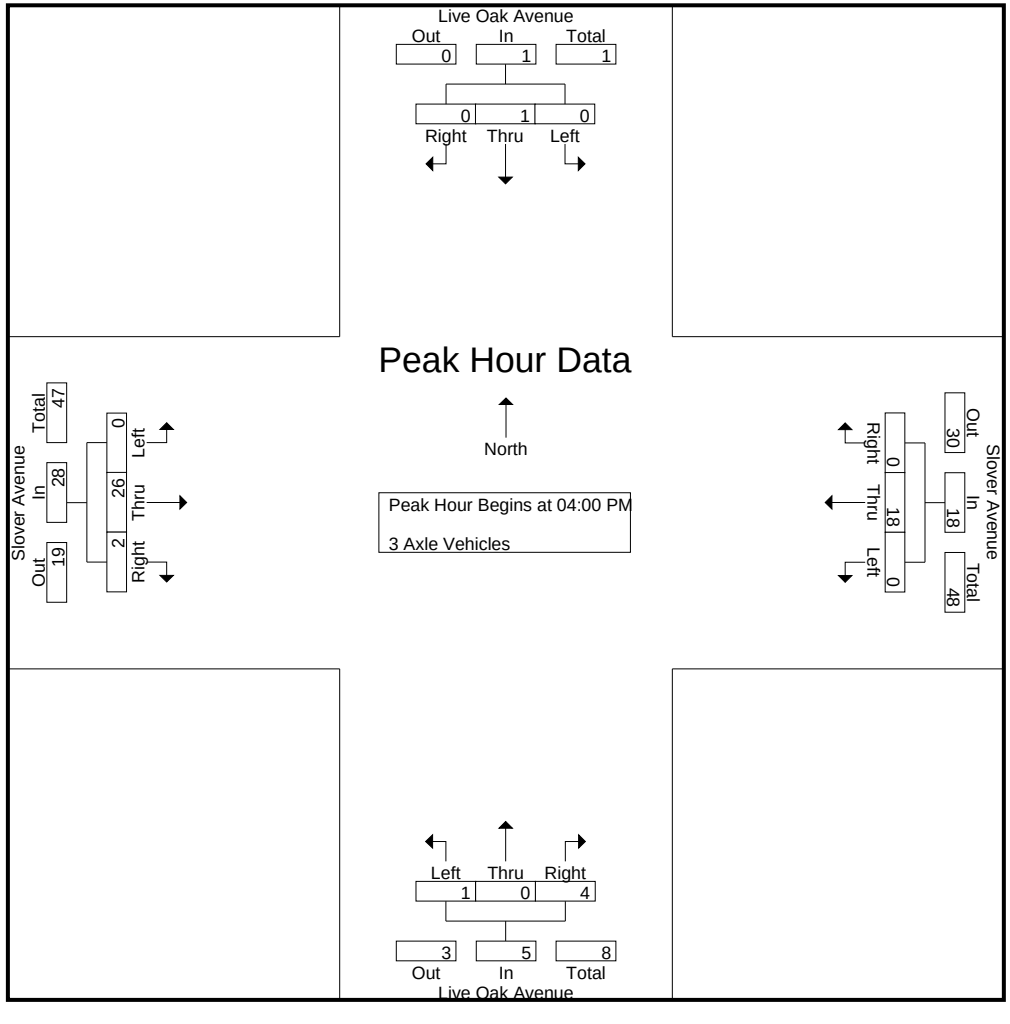
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	8	1	1	9	1	14	15
04:15 PM	0	0	0	0	0	0	7	0	0	7	1	0	2	1	3	0	7	0	0	7	1	17	18
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	1	2	0	5	0	0	5	1	11	12
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	0	10	10
Total	0	1	0	0	1	0	18	0	0	18	1	0	4	2	5	0	26	2	1	28	3	52	55
05:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	8	8
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	1	2	0	3	0	0	3	1	8	9
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	11	11
05:45 PM	1	0	0	0	1	0	6	0	0	6	0	0	1	0	1	0	4	0	0	4	0	12	12
Total	1	0	0	0	1	0	18	0	0	18	0	0	3	1	3	0	17	0	0	17	1	39	40
Grand Total	1	1	0	0	2	0	36	0	0	36	1	0	7	3	8	0	43	2	1	45	4	91	95
Apprch %	50	50	0			0	100	0			12.5	0	87.5			0	95.6	4.4					
Total %	1.1	1.1	0		2.2	0	39.6	0		39.6	1.1	0	7.7		8.8	0	47.3	2.2		49.5	4.2	95.8	

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	4	0	4	0	0	0	0	0	**8**	**1**	**9**	14
04:15 PM	0	0	0	0	0	**7**	0	**7**	**1**	0	**2**	**3**	0	7	0	7	**17**
04:30 PM	0	0	0	0	0	4	0	4	0	0	2	2	0	5	0	5	11
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	1	7	10
Total Volume	0	1	0	1	0	18	0	18	1	0	4	5	0	26	2	28	52
% App. Total	0	100	0		0	100	0		20	0	80		0	92.9	7.1		
PHF	.000	.250	.000	.250	.000	.643	.000	.643	.250	.000	.500	.417	.000	.813	.500	.778	.765

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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 2



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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**1**	0	**1**	0	4	0	4	0	0	0	0	0	**8**	**1**	**9**	
+15 mins.	0	0	0	0	0	**7**	0	**7**	**1**	0	**2**	**3**	0	7	0	7	
+30 mins.	0	0	0	0	0	4	0	4	0	0	2	2	0	5	0	5	
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	6	1	7	
Total Volume	0	1	0	1	0	18	0	18	1	0	4	5	0	26	2	28	
% App. Total	0	100	0		0	100	0		20	0	80		0	92.9	7.1		
PHF	.000	.250	.000	.250	.000	.643	.000	.643	.250	.000	.500	.417	.000	.813	.500	.778	

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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

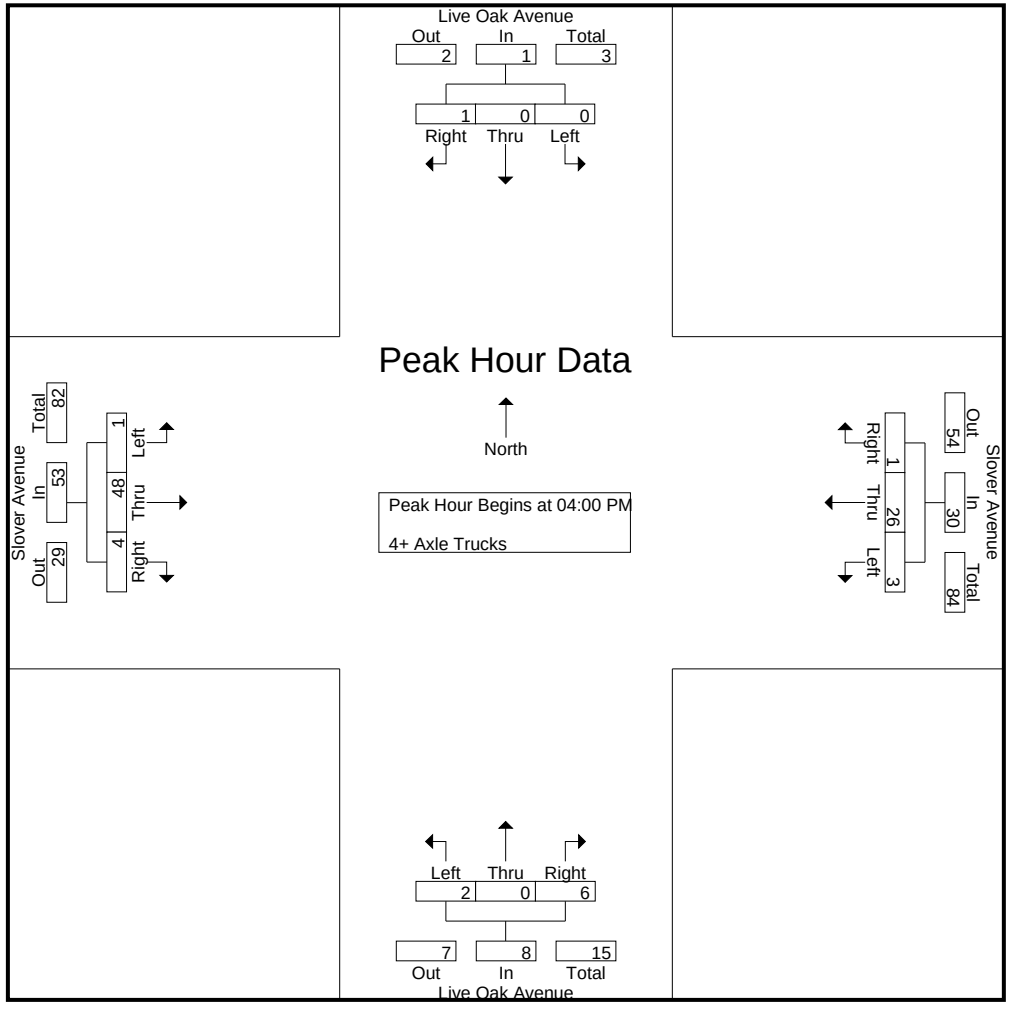
	Live Oak Avenue Southbound					Slover Avenue Westbound					Live Oak Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	1	8	0	0	9	0	0	2	1	2	0	13	1	0	14	1	25	26
04:15 PM	0	0	1	0	1	1	4	1	0	6	0	0	1	0	1	0	14	2	0	16	0	24	24
04:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	13	1	0	14	0	23	23
04:45 PM	0	0	0	0	0	1	6	0	0	7	2	0	2	0	4	1	8	0	0	9	0	20	20
Total	0	0	1	0	1	3	26	1	0	30	2	0	6	1	8	1	48	4	0	53	1	92	93
05:00 PM	0	0	0	0	0	2	6	0	0	8	0	0	1	1	1	0	18	2	1	20	2	29	31
05:15 PM	0	0	0	0	0	2	6	0	0	8	0	0	1	0	1	0	8	0	0	8	0	17	17
05:30 PM	0	0	0	0	0	3	8	0	0	11	1	0	0	0	1	0	11	3	0	14	0	26	26
05:45 PM	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	8	3	0	11	0	19	19
Total	0	0	0	0	0	9	26	0	0	35	1	0	2	1	3	0	45	8	1	53	2	91	93
Grand Total	0	0	1	0	1	12	52	1	0	65	3	0	8	2	11	1	93	12	1	106	3	183	186
Apprch %	0	0	100			18.5	80	1.5			27.3	0	72.7			0.9	87.7	11.3					
Total %	0	0	0.5		0.5	6.6	28.4	0.5		35.5	1.6	0	4.4		6	0.5	50.8	6.6		57.9	1.6	98.4	

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	**8**	0	**9**	0	0	**2**	2	0	13	1	14	**25**
04:15 PM	0	0	**1**	**1**	1	4	**1**	6	0	0	1	1	0	**14**	**2**	**16**	24
04:30 PM	0	0	0	0	0	8	0	8	0	0	1	1	0	13	1	14	23
04:45 PM	0	0	0	0	1	6	0	7	**2**	0	2	**4**	**1**	8	0	9	20
Total Volume	0	0	1	1	3	26	1	30	2	0	6	8	1	48	4	53	92
% App. Total	0	0	100		10	86.7	3.3		25	0	75		1.9	90.6	7.5		
PHF	.000	.000	.250	.250	.750	.813	.250	.833	.250	.000	.750	.500	.250	.857	.500	.828	.920

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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023
Page No : 2



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City of Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 02_FON_Live_Slo PM
Site Code : 05123171
Start Date : 2/7/2023

	Live Oak Avenue Southbound				Slover Avenue Westbound				Live Oak Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	**1**	**8**	0	**9**	0	0	**2**	2	0	13	1	14	
+15 mins.	0	0	**1**	**1**	1	4	**1**	6	0	0	1	1	0	**14**	**2**	**16**	
+30 mins.	0	0	0	0	0	8	0	8	0	0	1	1	0	13	1	14	
+45 mins.	0	0	0	0	1	6	0	7	**2**	0	2	**4**	**1**	8	0	9	
Total Volume	0	0	1	1	3	26	1	30	2	0	6	8	1	48	4	53	
% App. Total	0	0	100		10	86.7	3.3		25	0	75		1.9	90.6	7.5		
PHF	.000	.000	.250	.250	.750	.813	.250	.833	.250	.000	.750	.500	.250	.857	.500	.828	

Location: Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue

Date: 2/7/2023
Day: Tuesday

PEDESTRIANS

	North Leg Live Oak Avenue	East Leg Slover Avenue	South Leg Live Oak Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	2	0	0	0	2
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	2	0	0	0	2
8:30 AM	1	0	0	0	1
8:45 AM	1	0	0	4	5
TOTAL VOLUMES:	7	0	0	4	11

	North Leg Live Oak Avenue	East Leg Slover Avenue	South Leg Live Oak Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Fontana
N/S: Live Oak Avenue
E/W: Slover Avenue

Date: 2/7/2023
Day: Tuesday

BICYCLES

	Southbound Live Oak Avenue			Westbound Slover Avenue			Northbound Live Oak Avenue			Eastbound Slover Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

	Southbound Live Oak Avenue			Westbound Slover Avenue			Northbound Live Oak Avenue			Eastbound Slover Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	2	0	0	1	3	0	0	0	0	0	1	0	7

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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

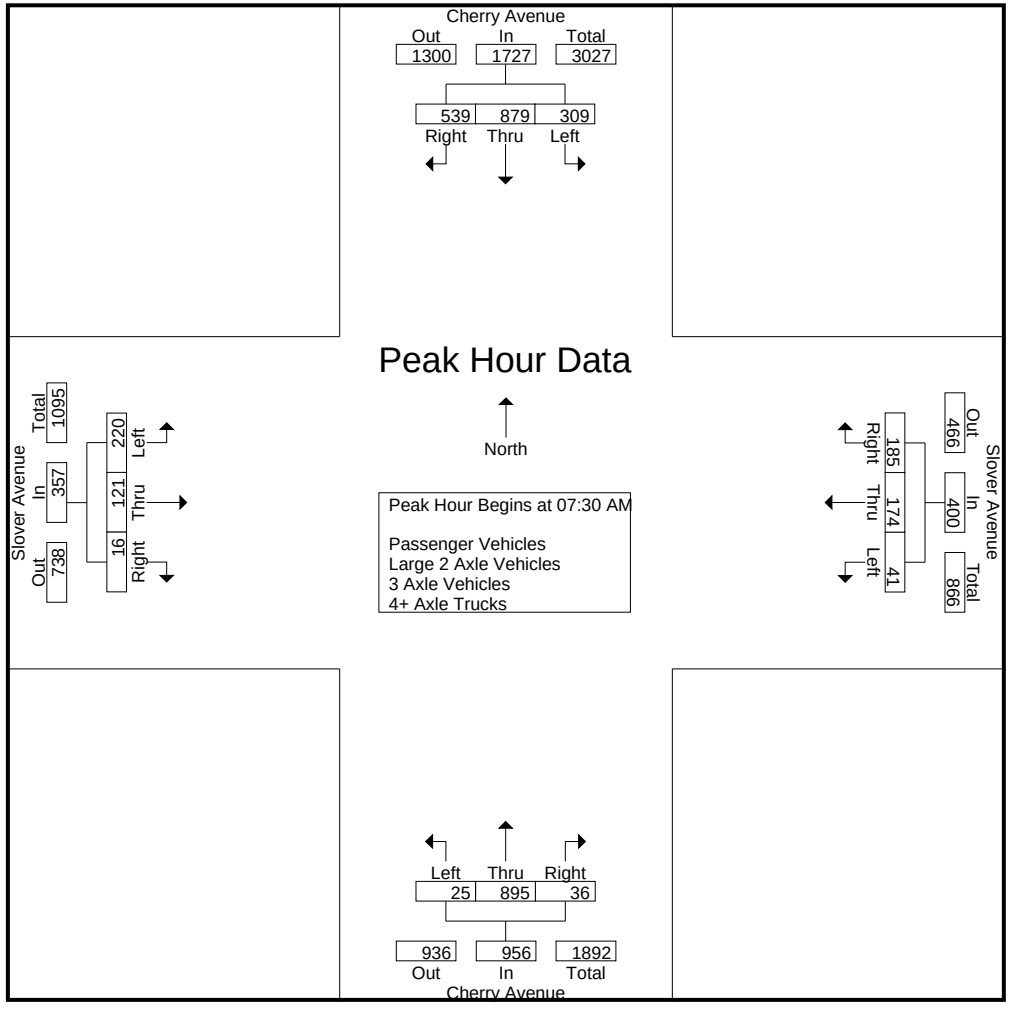
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	51	167	116	49	334	7	30	42	19	79	2	160	5	0	167	59	22	3	0	84	68	664	732
07:15 AM	69	228	113	49	410	13	58	54	26	125	3	173	4	0	180	47	18	3	1	68	76	783	859
07:30 AM	62	185	123	48	370	10	37	68	31	115	7	270	11	0	288	56	33	3	2	92	81	865	946
07:45 AM	71	210	154	73	435	8	63	43	21	114	4	200	12	0	216	61	36	5	0	102	94	867	961
Total	253	790	506	219	1549	38	188	207	97	433	16	803	32	0	851	223	109	14	3	346	319	3179	3498
08:00 AM	93	263	118	52	474	13	49	32	21	94	7	199	4	0	210	51	30	4	3	85	76	863	939
08:15 AM	83	221	144	49	448	10	25	42	18	77	7	226	9	0	242	52	22	4	1	78	68	845	913
08:30 AM	63	120	96	46	279	12	40	39	11	91	9	205	6	0	220	84	33	4	2	121	59	711	770
08:45 AM	75	116	108	49	299	5	39	49	20	93	5	148	8	0	161	45	33	2	1	80	70	633	703
Total	314	720	466	196	1500	40	153	162	70	355	28	778	27	0	833	232	118	14	7	364	273	3052	3325
Grand Total	567	1510	972	415	3049	78	341	369	167	788	44	1581	59	0	1684	455	227	28	10	710	592	6231	6823
Apprch %	18.6	49.5	31.9			9.9	43.3	46.8			2.6	93.9	3.5			64.1	32	3.9					
Total %	9.1	24.2	15.6		48.9	1.3	5.5	5.9		12.6	0.7	25.4	0.9		27	7.3	3.6	0.4		11.4	8.7	91.3	
Passenger Vehicles	419	1359	730		2820	64	238	239		656	30	1436	47		1513	239	119	11		373	0	0	5362
% Passenger Vehicles	73.9	90	75.1	75.2	81.4	82.1	69.8	64.8	68.9	68.7	68.2	90.8	79.7	0	89.8	52.5	52.4	39.3	40	51.8	0	0	78.6
Large 2 Axle Vehicles	23	51	32		120	3	15	23		51	3	44	0		47	26	13	3		43	0	0	261
% Large 2 Axle Vehicles	4.1	3.4	3.3	3.4	3.5	3.8	4.4	6.2	6	5.3	6.8	2.8	0	0	2.8	5.7	5.7	10.7	10	6	0	0	3.8
3 Axle Vehicles	63	24	71		191	1	56	19		87	3	26	5		34	68	60	6		136	0	0	448
% 3 Axle Vehicles	11.1	1.6	7.3	8	5.5	1.3	16.4	5.1	6.6	9.1	6.8	1.6	8.5	0	2	14.9	26.4	21.4	20	18.9	0	0	6.6
4+ Axle Trucks	62	76	139		333	10	32	88		161	8	75	7		90	122	35	8		168	0	0	752
% 4+ Axle Trucks	10.9	5	14.3	13.5	9.6	12.8	9.4	23.8	18.6	16.9	18.2	4.7	11.9	0	5.3	26.8	15.4	28.6	30	23.3	0	0	11

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	62	185	123	370	10	37	**68**	**115**	**7**	**270**	11	**288**	56	33	3	92	865
07:45 AM	71	210	**154**	435	8	**63**	43	114	4	200	**12**	216	**61**	**36**	**5**	**102**	**867**
08:00 AM	**93**	**263**	118	**474**	**13**	49	32	94	7	199	4	210	51	30	4	85	863
08:15 AM	83	221	144	448	10	25	42	77	7	226	9	242	52	22	4	78	845
Total Volume	309	879	539	1727	41	174	185	400	25	895	36	956	220	121	16	357	3440
% App. Total	17.9	50.9	31.2		10.2	43.5	46.2		2.6	93.6	3.8		61.6	33.9	4.5		
PHF	.831	.836	.875	.911	.788	.690	.680	.870	.893	.829	.750	.830	.902	.840	.800	.875	.992

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City of Fontana
N/S: Cherry Avenue
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Weather: Clear

File Name : 03_FON_Cher_Slo AM
Site Code : 221069
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Start Date : 12/1/2022

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:15 AM				07:30 AM				07:45 AM				
+0 mins.	62	185	123	370	**13**	58	54	**125**	**7**	**270**	11	**288**	61	**36**	**5**	102	
+15 mins.	71	210	**154**	435	10	37	**68**	115	4	200	**12**	216	51	30	4	85	
+30 mins.	**93**	**263**	118	**474**	8	**63**	43	114	7	199	4	210	52	22	4	78	
+45 mins.	83	221	144	448	13	49	32	94	7	226	9	242	**84**	33	4	**121**	
Total Volume	309	879	539	1727	44	207	197	448	25	895	36	956	248	121	17	386	
% App. Total	17.9	50.9	31.2		9.8	46.2	44		2.6	93.6	3.8		64.2	31.3	4.4		
PHF	.831	.836	.875	.911	.846	.821	.724	.896	.893	.829	.750	.830	.738	.840	.850	.798	

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Groups Printed- Passenger Vehicles

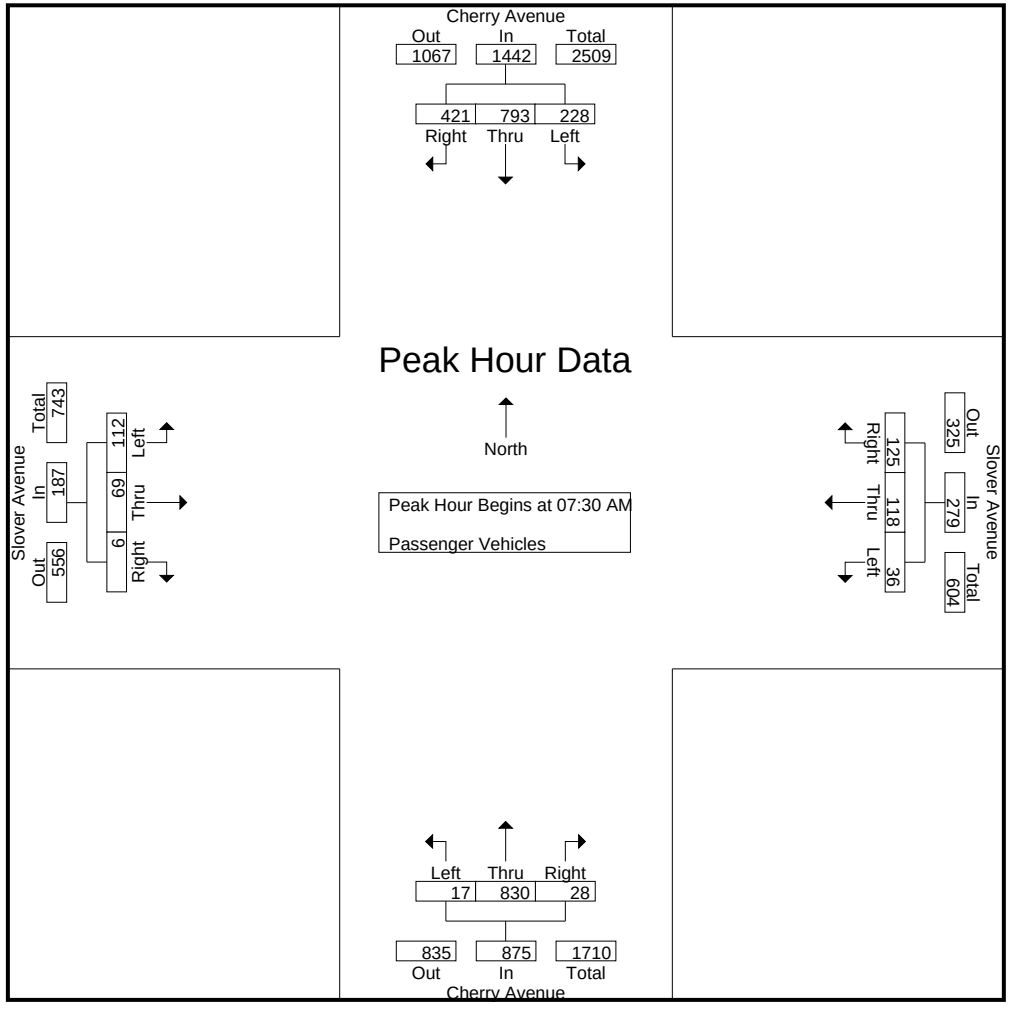
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	42	152	89	36	283	5	18	30	15	53	2	139	5	0	146	30	10	1	0	41	51	523	574
07:15 AM	52	211	86	37	349	10	45	35	17	90	3	155	3	0	161	20	8	1	0	29	54	629	683
07:30 AM	48	169	101	40	318	10	28	48	22	86	6	254	10	0	270	31	17	2	1	50	63	724	787
07:45 AM	63	191	125	61	379	6	41	28	16	75	2	185	9	0	196	34	23	2	0	59	77	709	786
Total	205	723	401	174	1329	31	132	141	70	304	13	733	27	0	773	115	58	6	1	179	245	2585	2830
08:00 AM	66	236	88	38	390	11	39	24	16	74	4	183	2	0	189	22	19	1	1	42	55	695	750
08:15 AM	51	197	107	32	355	9	10	25	11	44	5	208	7	0	220	25	10	1	0	36	43	655	698
08:30 AM	44	101	65	34	210	10	28	21	4	59	7	185	5	0	197	49	18	2	1	69	39	535	574
08:45 AM	53	102	69	34	224	3	29	28	14	60	1	127	6	0	134	28	14	1	1	43	49	461	510
Total	214	636	329	138	1179	33	106	98	45	237	17	703	20	0	740	124	61	5	3	190	186	2346	2532
Grand Total	419	1359	730	312	2508	64	238	239	115	541	30	1436	47	0	1513	239	119	11	4	369	431	4931	5362
Apprch %	16.7	54.2	29.1			11.8	44	44.2			2	94.9	3.1			64.8	32.2	3					
Total %	8.5	27.6	14.8		50.9	1.3	4.8	4.8		11	0.6	29.1	1		30.7	4.8	2.4	0.2		7.5	8	92	

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	48	169	101	318	10	28	**48**	**86**	**6**	**254**	**10**	**270**	31	17	**2**	50	**724**
07:45 AM	63	191	**125**	379	6	**41**	28	75	2	185	9	196	**34**	**23**	2	**59**	709
08:00 AM	**66**	**236**	88	**390**	**11**	39	24	74	4	183	2	189	22	19	1	42	695
08:15 AM	51	197	107	355	9	10	25	44	5	208	7	220	25	10	1	36	655
Total Volume	228	793	421	1442	36	118	125	279	17	830	28	875	112	69	6	187	2783
% App. Total	15.8	55	29.2		12.9	42.3	44.8		1.9	94.9	3.2		59.9	36.9	3.2		
PHF	.864	.840	.842	.924	.818	.720	.651	.811	.708	.817	.700	.810	.824	.750	.750	.792	.961

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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
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File Name : 03_FON_Cher_Slo AM
Site Code : 221069
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	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	48	169	101	318	10	28	**48**	**86**	**6**	**254**	**10**	**270**	31	17	**2**	50	
+15 mins.	63	191	**125**	379	6	**41**	28	75	2	185	9	196	**34**	**23**	2	**59**	
+30 mins.	**66**	**236**	88	**390**	**11**	39	24	74	4	183	2	189	22	19	1	42	
+45 mins.	51	197	107	355	9	10	25	44	5	208	7	220	25	10	1	36	
Total Volume	228	793	421	1442	36	118	125	279	17	830	28	875	112	69	6	187	
% App. Total	15.8	55	29.2		12.9	42.3	44.8		1.9	94.9	3.2		59.9	36.9	3.2		
PHF	.864	.840	.842	.924	.818	.720	.651	.811	.708	.817	.700	.810	.824	.750	.750	.792	

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Groups Printed- Large 2 Axle Vehicles

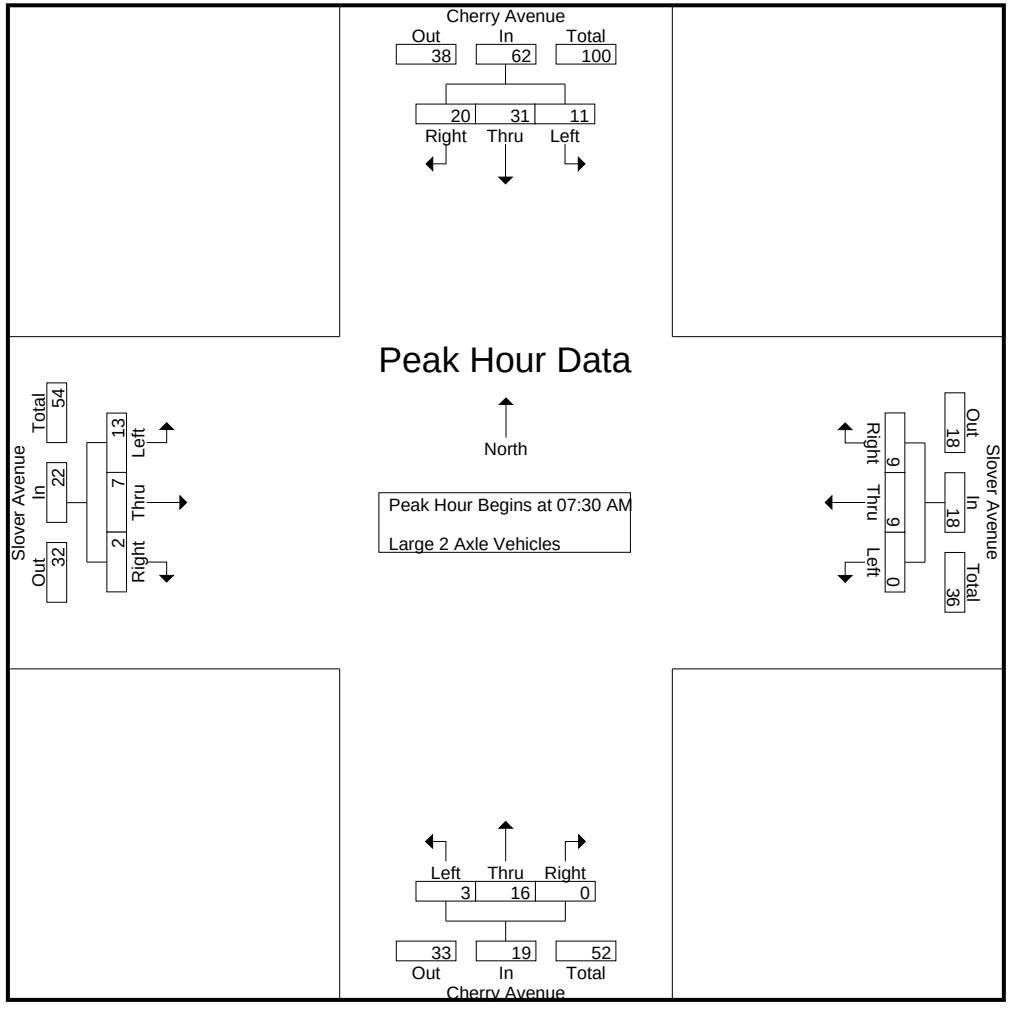
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	4	3	1	8	0	1	5	2	6	0	9	0	0	9	4	0	0	0	4	3	27	30
07:15 AM	3	4	4	2	11	1	1	3	2	5	0	3	0	0	3	5	1	1	0	7	4	26	30
07:30 AM	1	5	4	3	10	0	0	3	1	3	1	2	0	0	3	3	1	0	0	4	4	20	24
07:45 AM	3	9	7	3	19	0	5	3	0	8	2	3	0	0	5	4	2	0	0	6	3	38	41
Total	8	22	18	9	48	1	7	14	5	22	3	17	0	0	20	16	4	1	0	21	14	111	125
08:00 AM	2	10	3	1	15	0	3	1	1	4	0	7	0	0	7	4	3	0	0	7	2	33	35
08:15 AM	5	7	6	2	18	0	1	2	2	3	0	4	0	0	4	2	1	2	1	5	5	30	35
08:30 AM	4	7	3	2	14	2	2	1	0	5	0	8	0	0	8	1	2	0	0	3	2	30	32
08:45 AM	4	5	2	0	11	0	2	5	2	7	0	8	0	0	8	3	3	0	0	6	2	32	34
Total	15	29	14	5	58	2	8	9	5	19	0	27	0	0	27	10	9	2	1	21	11	125	136
Grand Total	23	51	32	14	106	3	15	23	10	41	3	44	0	0	47	26	13	3	1	42	25	236	261
Apprch %	21.7	48.1	30.2			7.3	36.6	56.1			6.4	93.6	0			61.9	31	7.1					
Total %	9.7	21.6	13.6		44.9	1.3	6.4	9.7		17.4	1.3	18.6	0		19.9	11	5.5	1.3		17.8	9.6	90.4	

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	5	4	10	0	0	**3**	3	1	2	0	3	3	1	0	4	20
07:45 AM	3	9	**7**	**19**	0	**5**	3	**8**	**2**	3	0	5	**4**	2	0	6	**38**
08:00 AM	2	**10**	3	15	0	3	1	4	0	**7**	0	**7**	4	**3**	0	**7**	33
08:15 AM	**5**	7	6	18	0	1	2	3	0	4	0	4	2	1	**2**	5	30
Total Volume	11	31	20	62	0	9	9	18	3	16	0	19	13	7	2	22	121
% App. Total	17.7	50	32.3		0	50	50		15.8	84.2	0		59.1	31.8	9.1		
PHF	.550	.775	.714	.816	.000	.450	.750	.563	.375	.571	.000	.679	.813	.583	.250	.786	.796

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	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	5	4	10	0	0	**3**	3	1	2	0	3	3	1	0	4	
+15 mins.	3	9	**7**	**19**	0	**5**	3	**8**	**2**	3	0	5	**4**	2	0	6	
+30 mins.	2	**10**	3	15	0	3	1	4	0	**7**	0	**7**	4	**3**	0	**7**	
+45 mins.	**5**	7	6	18	0	1	2	3	0	4	0	4	2	1	**2**	5	
Total Volume	11	31	20	62	0	9	9	18	3	16	0	19	13	7	2	22	
% App. Total	17.7	50	32.3		0	50	50		15.8	84.2	0		59.1	31.8	9.1		
PHF	.550	.775	.714	.816	.000	.450	.750	.563	.375	.571	.000	.679	.813	.583	.250	.786	

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Groups Printed- 3 Axle Vehicles

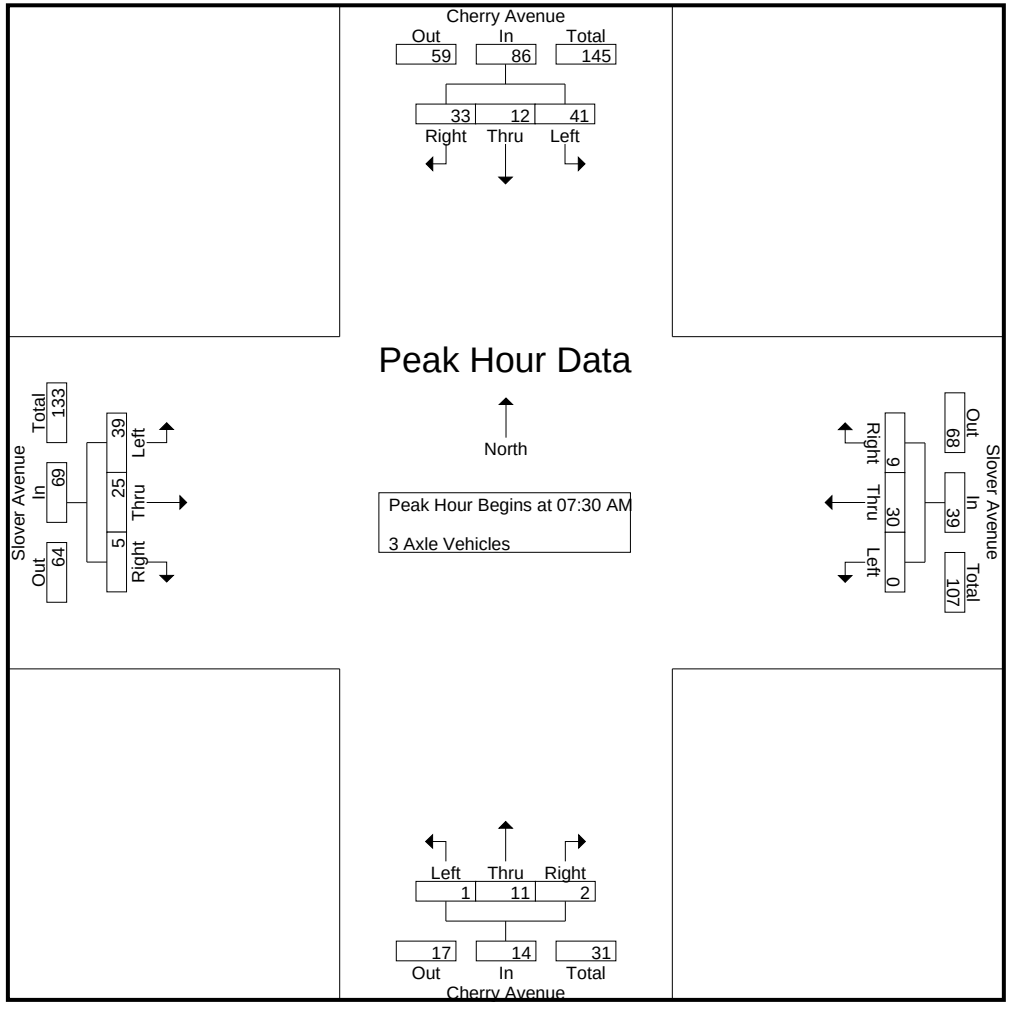
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	5	12	7	19	1	5	0	0	6	0	0	0	0	0	7	8	0	0	15	7	40	47
07:15 AM	5	2	7	3	14	0	9	5	3	14	0	5	1	0	6	5	6	0	0	11	6	45	51
07:30 AM	7	1	9	4	17	0	4	2	2	6	0	3	0	0	3	12	9	1	1	22	7	48	55
07:45 AM	3	0	7	4	10	0	13	4	2	17	0	2	1	0	3	8	6	1	0	15	6	45	51
Total	17	8	35	18	60	1	31	11	7	43	0	10	2	0	12	32	29	2	1	63	26	178	204
08:00 AM	15	4	9	6	28	0	5	2	2	7	1	3	0	0	4	8	4	2	1	14	9	53	62
08:15 AM	16	7	8	3	31	0	8	1	1	9	0	3	1	0	4	11	6	1	0	18	4	62	66
08:30 AM	6	2	5	1	13	0	6	4	1	10	1	6	0	0	7	12	9	1	0	22	2	52	54
08:45 AM	9	3	14	5	26	0	6	1	0	7	1	4	2	0	7	5	12	0	0	17	5	57	62
Total	46	16	36	15	98	0	25	8	4	33	3	16	3	0	22	36	31	4	1	71	20	224	244
Grand Total	63	24	71	33	158	1	56	19	11	76	3	26	5	0	34	68	60	6	2	134	46	402	448
Apprch %	39.9	15.2	44.9			1.3	73.7	25			8.8	76.5	14.7			50.7	44.8	4.5					
Total %	15.7	6	17.7		39.3	0.2	13.9	4.7		18.9	0.7	6.5	1.2		8.5	16.9	14.9	1.5		33.3	10.3	89.7	

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	1	**9**	17	0	4	2	6	0	**3**	0	3	**12**	**9**	1	**22**	48
07:45 AM	3	0	7	10	0	**13**	**4**	**17**	0	2	**1**	3	8	6	1	15	45
08:00 AM	15	4	9	28	0	5	2	7	**1**	3	0	**4**	8	4	**2**	14	53
08:15 AM	**16**	**7**	8	**31**	0	8	1	9	0	3	1	4	11	6	1	18	**62**
Total Volume	41	12	33	86	0	30	9	39	1	11	2	14	39	25	5	69	208
% App. Total	47.7	14	38.4		0	76.9	23.1		7.1	78.6	14.3		56.5	36.2	7.2		
PHF	.641	.429	.917	.694	.000	.577	.563	.574	.250	.917	.500	.875	.813	.694	.625	.784	.839

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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

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Site Code : 221069
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	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	7	1	**9**	17	0	4	2	6	0	**3**	0	3	**12**	**9**	1	**22**	
+15 mins.	3	0	7	10	0	**13**	**4**	**17**	0	2	**1**	3	8	6	1	15	
+30 mins.	15	4	9	28	0	5	2	7	**1**	3	0	**4**	8	4	**2**	14	
+45 mins.	**16**	**7**	8	**31**	0	8	1	9	0	3	1	4	11	6	1	18	
Total Volume	41	12	33	86	0	30	9	39	1	11	2	14	39	25	5	69	
% App. Total	47.7	14	38.4		0	76.9	23.1		7.1	78.6	14.3		56.5	36.2	7.2		
PHF	.641	.429	.917	.694	.000	.577	.563	.574	.250	.917	.500	.875	.813	.694	.625	.784	

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Groups Printed- 4+ Axle Trucks

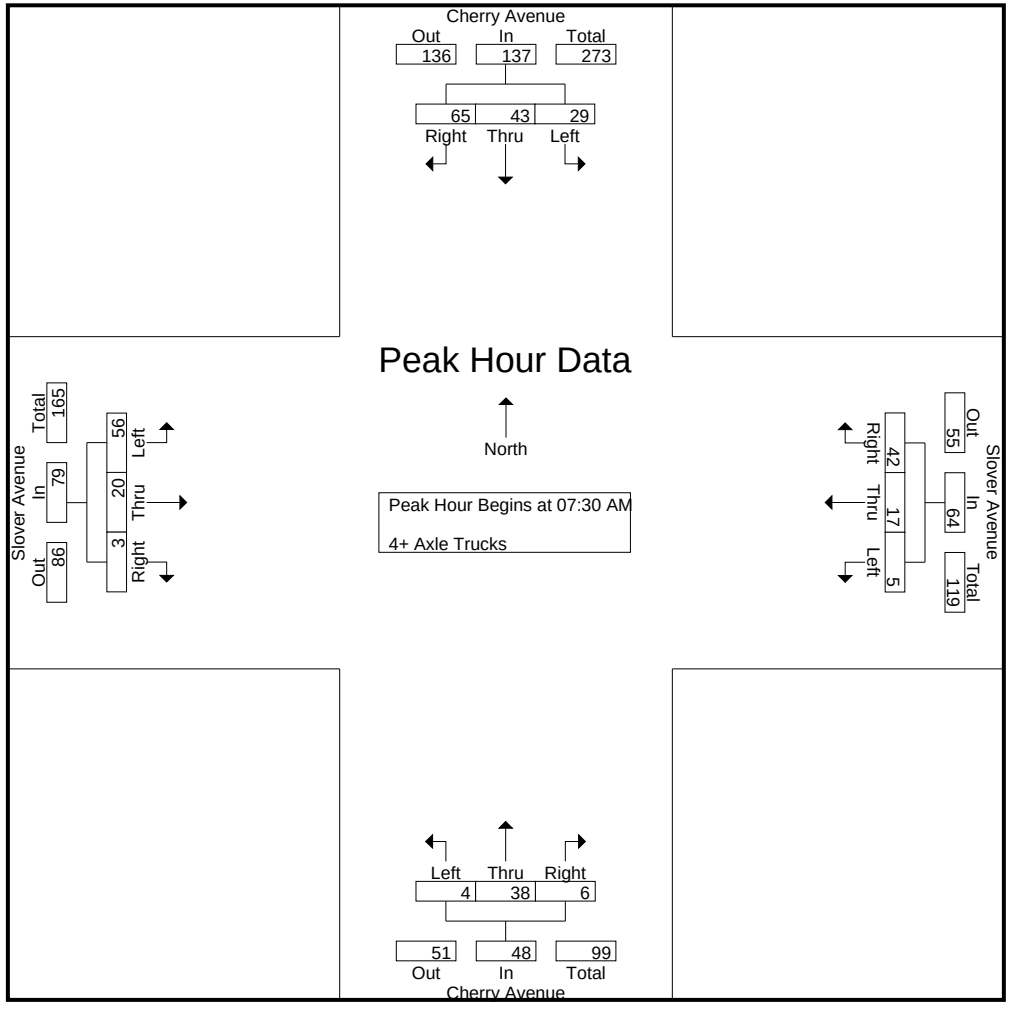
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	6	12	5	24	1	6	7	2	14	0	12	0	0	12	18	4	2	0	24	7	74	81
07:15 AM	9	11	16	7	36	2	3	11	4	16	0	10	0	0	10	17	3	1	1	21	12	83	95
07:30 AM	6	10	9	1	25	0	5	15	6	20	0	11	1	0	12	10	6	0	0	16	7	73	80
07:45 AM	2	10	15	5	27	2	4	8	3	14	0	10	2	0	12	15	5	2	0	22	8	75	83
Total	23	37	52	18	112	5	18	41	15	64	0	43	3	0	46	60	18	5	1	83	34	305	339
08:00 AM	10	13	18	7	41	2	2	5	2	9	2	6	2	0	10	17	4	1	1	22	10	82	92
08:15 AM	11	10	23	12	44	1	6	14	4	21	2	11	1	0	14	14	5	0	0	19	16	98	114
08:30 AM	9	10	23	9	42	0	4	13	6	17	1	6	1	0	8	22	4	1	1	27	16	94	110
08:45 AM	9	6	23	10	38	2	2	15	4	19	3	9	0	0	12	9	4	1	0	14	14	83	97
Total	39	39	87	38	165	5	14	47	16	66	8	32	4	0	44	62	17	3	2	82	56	357	413
Grand Total	62	76	139	56	277	10	32	88	31	130	8	75	7	0	90	122	35	8	3	165	90	662	752
Apprch %	22.4	27.4	50.2			7.7	24.6	67.7			8.9	83.3	7.8			73.9	21.2	4.8					
Total %	9.4	11.5	21		41.8	1.5	4.8	13.3		19.6	1.2	11.3	1.1		13.6	18.4	5.3	1.2		24.9	12	88	

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	10	9	25	0	5	**15**	20	0	**11**	1	12	10	**6**	0	16	73
07:45 AM	2	10	15	27	**2**	4	8	14	0	10	**2**	12	15	5	**2**	**22**	75
08:00 AM	10	**13**	18	41	2	2	5	9	**2**	6	2	10	**17**	4	1	22	82
08:15 AM	**11**	10	**23**	**44**	1	**6**	14	**21**	2	11	1	**14**	14	5	0	19	**98**
Total Volume	29	43	65	137	5	17	42	64	4	38	6	48	56	20	3	79	328
% App. Total	21.2	31.4	47.4		7.8	26.6	65.6		8.3	79.2	12.5		70.9	25.3	3.8		
PHF	.659	.827	.707	.778	.625	.708	.700	.762	.500	.864	.750	.857	.824	.833	.375	.898	.837

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File Name : 03_FON_Cher_Slo AM
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	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	6	10	9	25	0	5	**15**	20	0	**11**	1	12	10	**6**	0	16	
+15 mins.	2	10	15	27	**2**	4	8	14	0	10	**2**	12	15	5	**2**	**22**	
+30 mins.	10	**13**	18	41	2	2	5	9	**2**	6	2	10	**17**	4	1	22	
+45 mins.	**11**	10	**23**	**44**	1	**6**	14	**21**	2	11	1	**14**	14	5	0	19	
Total Volume	29	43	65	137	5	17	42	64	4	38	6	48	56	20	3	79	
% App. Total	21.2	31.4	47.4		7.8	26.6	65.6		8.3	79.2	12.5		70.9	25.3	3.8		
PHF	.659	.827	.707	.778	.625	.708	.700	.762	.500	.864	.750	.857	.824	.833	.375	.898	

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

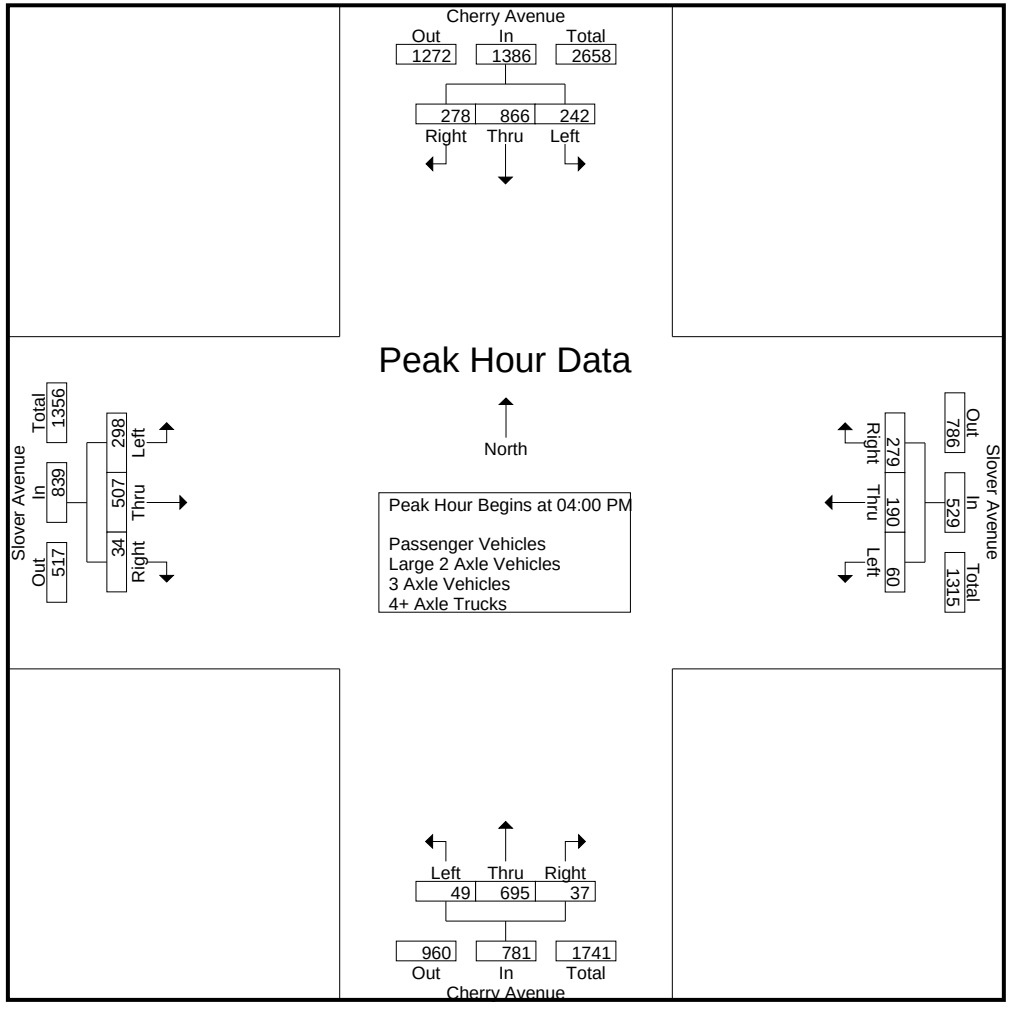
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	49	200	76	30	325	12	60	69	27	141	7	154	11	2	172	53	138	14	0	205	59	843	902
04:15 PM	70	213	74	42	357	20	40	67	26	127	13	193	13	2	219	85	130	7	2	222	72	925	997
04:30 PM	56	200	53	31	309	15	55	78	34	148	14	149	9	4	172	80	131	7	0	218	69	847	916
04:45 PM	67	253	75	33	395	13	35	65	28	113	15	199	4	0	218	80	108	6	2	194	63	920	983
Total	242	866	278	136	1386	60	190	279	115	529	49	695	37	8	781	298	507	34	4	839	263	3535	3798
05:00 PM	57	209	74	21	340	20	32	64	26	116	9	193	10	1	212	94	74	5	0	173	48	841	889
05:15 PM	52	177	54	22	283	10	46	71	33	127	7	142	10	0	159	89	122	4	0	215	55	784	839
05:30 PM	64	204	76	30	344	7	33	52	16	92	5	138	8	0	151	62	62	9	4	133	50	720	770
05:45 PM	65	173	59	27	297	8	24	46	14	78	4	132	7	0	143	59	62	7	1	128	42	646	688
Total	238	763	263	100	1264	45	135	233	89	413	25	605	35	1	665	304	320	25	5	649	195	2991	3186
Grand Total	480	1629	541	236	2650	105	325	512	204	942	74	1300	72	9	1446	602	827	59	9	1488	458	6526	6984
Apprch %	18.1	61.5	20.4			11.1	34.5	54.4			5.1	89.9	5			40.5	55.6	4					
Total %	7.4	25	8.3		40.6	1.6	5	7.8		14.4	1.1	19.9	1.1		22.2	9.2	12.7	0.9		22.8	6.6	93.4	
Passenger Vehicles	390	1515	320		2362	96	260	444		971	64	1203	66		1340	463	731	39		1239	0	0	5912
% Passenger Vehicles	81.2	93	59.1	58.1	81.8	91.4	80	86.7	83.8	84.7	86.5	92.5	91.7	77.8	92.1	76.9	88.4	66.1	66.7	82.8	0	0	84.7
Large 2 Axle Vehicles	23	24	27		86	3	13	17		42	3	17	3		24	12	17	1		30	0	0	182
% Large 2 Axle Vehicles	4.8	1.5	5	5.1	3	2.9	4	3.3	4.4	3.7	4.1	1.3	4.2	11.1	1.6	2	2.1	1.7	0	2	0	0	2.6
3 Axle Vehicles	14	34	82		167	1	22	21		53	2	26	0		28	44	25	11		83	0	0	331
% 3 Axle Vehicles	2.9	2.1	15.2	15.7	5.8	1	6.8	4.1	4.4	4.6	2.7	2	0	0	1.9	7.3	3	18.6	33.3	5.5	0	0	4.7
4+ Axle Trucks	53	56	112		271	5	30	30		80	5	54	3		63	83	54	8		145	0	0	559
% 4+ Axle Trucks	11	3.4	20.7	21.2	9.4	4.8	9.2	5.9	7.4	7	6.8	4.2	4.2	11.1	4.3	13.8	6.5	13.6	0	9.7	0	0	8

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	49	200	**76**	325	12	**60**	69	141	7	154	11	172	53	**138**	**14**	205	843
04:15 PM	**70**	213	74	357	**20**	40	67	127	13	193	**13**	**219**	**85**	130	7	**222**	**925**
04:30 PM	56	200	53	309	15	55	**78**	**148**	14	149	9	172	80	131	7	218	847
04:45 PM	67	**253**	75	**395**	13	35	65	113	**15**	**199**	4	218	80	108	6	194	920
Total Volume	242	866	278	1386	60	190	279	529	49	695	37	781	298	507	34	839	3535
% App. Total	17.5	62.5	20.1		11.3	35.9	52.7		6.3	89	4.7		35.5	60.4	4.1		
PHF	.864	.856	.914	.877	.750	.792	.894	.894	.817	.873	.712	.892	.876	.918	.607	.945	.955

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	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:00 PM				04:15 PM				04:00 PM				
+0 mins.	**70**	213	74	357	12	**60**	69	141	13	193	**13**	**219**	53	**138**	**14**	205	
+15 mins.	56	200	53	309	**20**	40	67	127	14	149	9	172	**85**	130	7	**222**	
+30 mins.	67	**253**	**75**	**395**	15	55	**78**	**148**	**15**	**199**	4	218	80	131	7	218	
+45 mins.	57	209	74	340	13	35	65	113	9	193	10	212	80	108	6	194	
Total Volume	250	875	276	1401	60	190	279	529	51	734	36	821	298	507	34	839	
% App. Total	17.8	62.5	19.7		11.3	35.9	52.7		6.2	89.4	4.4		35.5	60.4	4.1		
PHF	.893	.865	.920	.887	.750	.792	.894	.894	.850	.922	.692	.937	.876	.918	.607	.945	

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Groups Printed- Passenger Vehicles

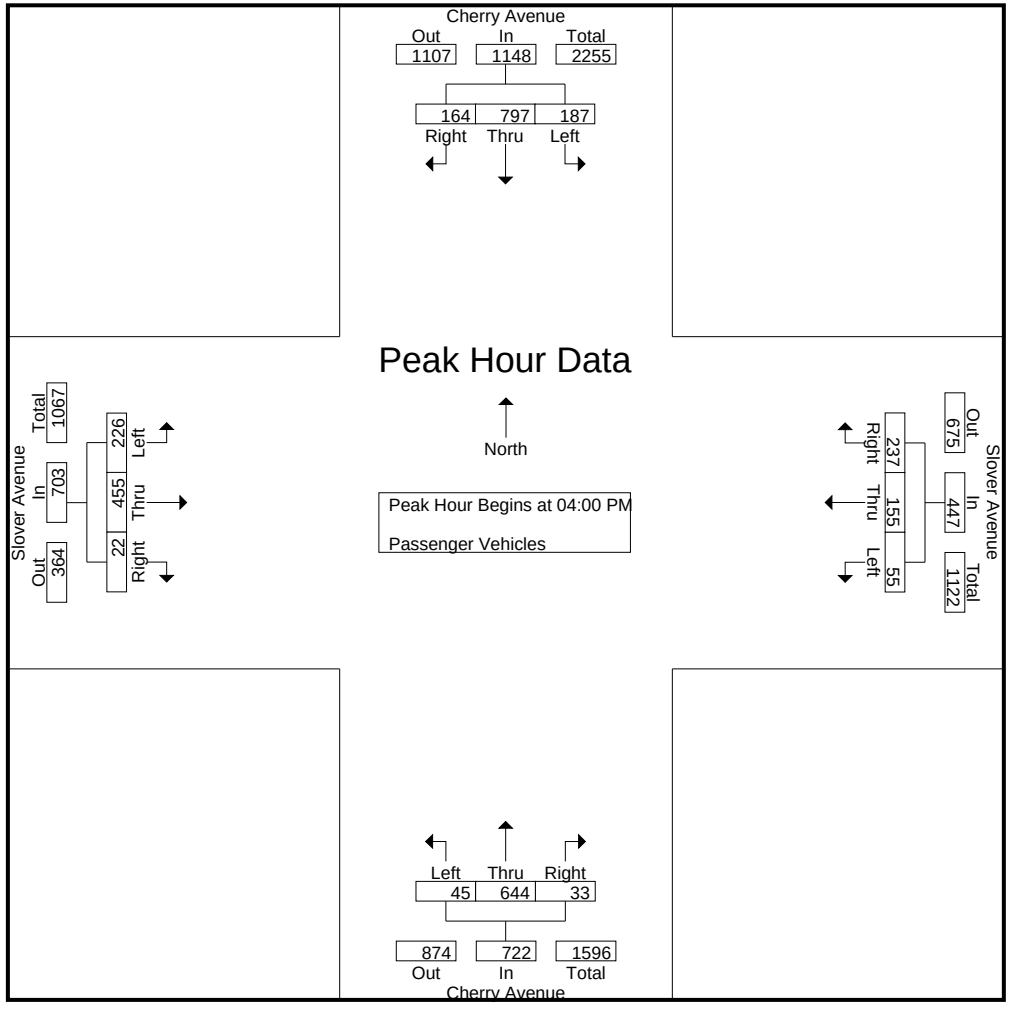
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	36	183	47	20	266	11	51	52	19	114	7	145	10	1	162	35	121	10	0	166	40	708	748
04:15 PM	53	195	40	22	288	17	29	60	22	106	13	176	12	2	201	62	121	5	2	188	48	783	831
04:30 PM	43	183	32	16	258	15	47	68	28	130	12	134	7	3	153	64	118	5	0	187	47	728	775
04:45 PM	55	236	45	17	336	12	28	57	23	97	13	189	4	0	206	65	95	2	0	162	40	801	841
Total	187	797	164	75	1148	55	155	237	92	447	45	644	33	6	722	226	455	22	2	703	175	3020	3195
05:00 PM	49	193	44	10	286	18	22	58	24	98	9	179	9	1	197	77	66	3	0	146	35	727	762
05:15 PM	41	173	28	13	242	8	35	62	28	105	4	131	10	0	145	67	103	3	0	173	41	665	706
05:30 PM	53	191	48	21	292	7	29	45	14	81	4	131	7	0	142	44	50	7	3	101	38	616	654
05:45 PM	60	161	36	18	257	8	19	42	13	69	2	118	7	0	127	49	57	4	1	110	32	563	595
Total	203	718	156	62	1077	41	105	207	79	353	19	559	33	1	611	237	276	17	4	530	146	2571	2717
Grand Total	390	1515	320	137	2225	96	260	444	171	800	64	1203	66	7	1333	463	731	39	6	1233	321	5591	5912
Apprch %	17.5	68.1	14.4			12	32.5	55.5			4.8	90.2	5			37.6	59.3	3.2					
Total %	7	27.1	5.7		39.8	1.7	4.7	7.9		14.3	1.1	21.5	1.2		23.8	8.3	13.1	0.7		22.1	5.4	94.6	

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	36	183	**47**	266	11	**51**	52	114	7	145	10	162	35	**121**	**10**	166	708
04:15 PM	53	195	40	288	**17**	29	60	106	**13**	176	**12**	201	62	121	5	**188**	783
04:30 PM	43	183	32	258	15	47	**68**	**130**	12	134	7	153	64	118	5	187	728
04:45 PM	**55**	**236**	45	**336**	12	28	57	97	13	**189**	4	**206**	**65**	95	2	162	**801**
Total Volume	187	797	164	1148	55	155	237	447	45	644	33	722	226	455	22	703	3020
% App. Total	16.3	69.4	14.3		12.3	34.7	53		6.2	89.2	4.6		32.1	64.7	3.1		
PHF	.850	.844	.872	.854	.809	.760	.871	.860	.865	.852	.688	.876	.869	.940	.550	.935	.943

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	36	183	**47**	266	11	**51**	52	114	7	145	10	162	35	**121**	**10**	166	
+15 mins.	53	195	40	288	**17**	29	60	106	**13**	176	**12**	201	62	121	5	**188**	
+30 mins.	43	183	32	258	15	47	**68**	**130**	12	134	7	153	64	118	5	187	
+45 mins.	**55**	**236**	45	**336**	12	28	57	97	13	**189**	4	**206**	**65**	95	2	162	
Total Volume	187	797	164	1148	55	155	237	447	45	644	33	722	226	455	22	703	
% App. Total	16.3	69.4	14.3		12.3	34.7	53		6.2	89.2	4.6		32.1	64.7	3.1		
PHF	.850	.844	.872	.854	.809	.760	.871	.860	.865	.852	.688	.876	.869	.940	.550	.935	

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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

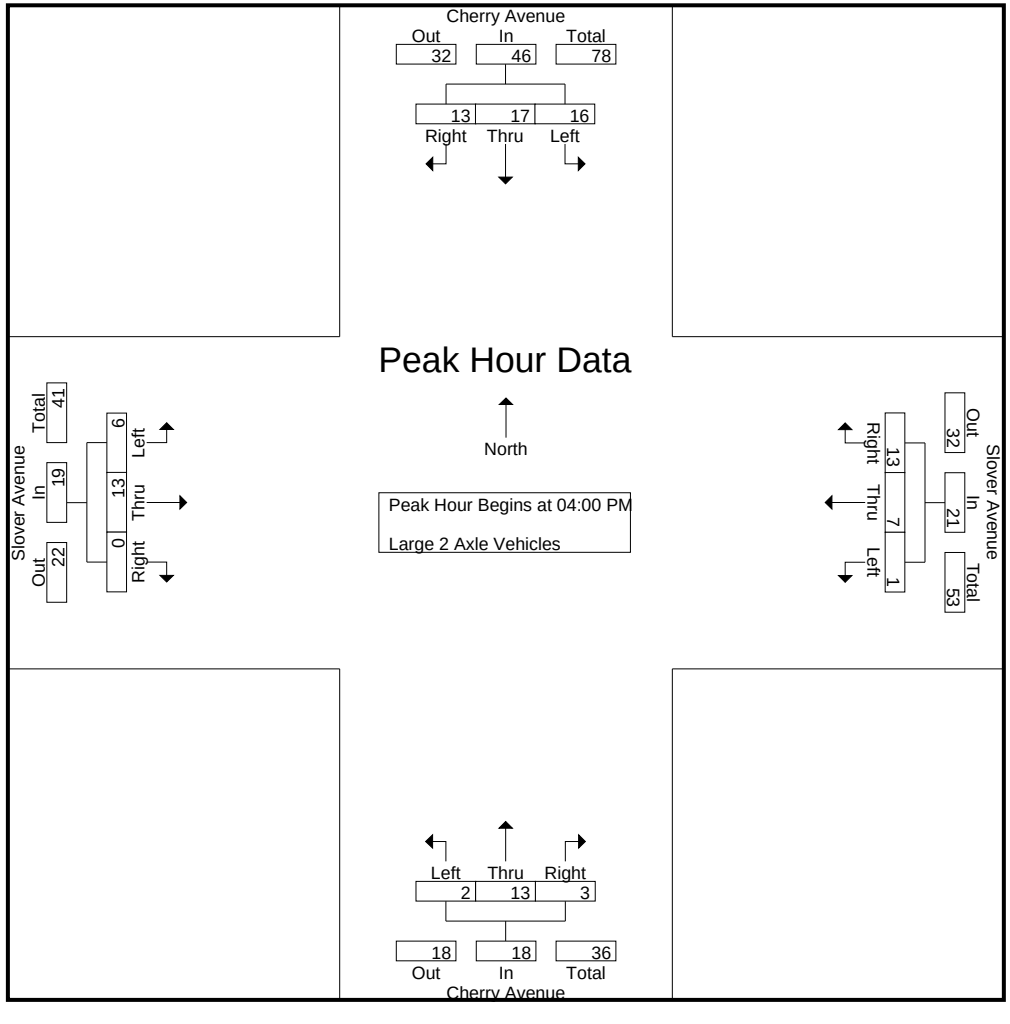
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	3	4	2	9	1	3	5	2	9	0	1	1	1	2	2	4	0	0	6	5	26	31
04:15 PM	6	5	5	2	16	0	3	2	0	5	0	5	1	0	6	2	5	0	0	7	2	34	36
04:30 PM	6	7	0	0	13	0	1	1	1	2	1	2	1	0	4	1	1	0	0	2	1	21	22
04:45 PM	2	2	4	3	8	0	0	5	3	5	1	5	0	0	6	1	3	0	0	4	6	23	29
Total	16	17	13	7	46	1	7	13	6	21	2	13	3	1	18	6	13	0	0	19	14	104	118
05:00 PM	3	5	6	3	14	1	2	2	1	5	0	2	0	0	2	0	1	1	0	2	4	23	27
05:15 PM	3	0	1	0	4	1	1	0	0	2	0	0	0	0	0	3	2	0	0	5	0	11	11
05:30 PM	1	1	6	1	8	0	1	1	1	2	0	1	0	0	1	1	0	0	0	1	2	12	14
05:45 PM	0	1	1	1	2	0	2	1	1	3	1	1	0	0	2	2	1	0	0	3	2	10	12
Total	7	7	14	5	28	2	6	4	3	12	1	4	0	0	5	6	4	1	0	11	8	56	64
Grand Total	23	24	27	12	74	3	13	17	9	33	3	17	3	1	23	12	17	1	0	30	22	160	182
Apprch %	31.1	32.4	36.5			9.1	39.4	51.5			13	73.9	13			40	56.7	3.3					
Total %	14.4	15	16.9		46.2	1.9	8.1	10.6		20.6	1.9	10.6	1.9		14.4	7.5	10.6	0.6		18.8	12.1	87.9	

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	3	4	9	**1**	**3**	**5**	**9**	0	1	**1**	2	**2**	4	0	6	26
04:15 PM	**6**	5	**5**	**16**	0	3	2	5	0	**5**	1	**6**	2	**5**	0	**7**	**34**
04:30 PM	6	**7**	0	13	0	1	1	2	**1**	2	1	4	1	1	0	2	21
04:45 PM	2	2	4	8	0	0	5	5	1	5	0	6	1	3	0	4	23
Total Volume	16	17	13	46	1	7	13	21	2	13	3	18	6	13	0	19	104
% App. Total	34.8	37	28.3		4.8	33.3	61.9		11.1	72.2	16.7		31.6	68.4	0		
PHF	.667	.607	.650	.719	.250	.583	.650	.583	.500	.650	.750	.750	.750	.650	.000	.679	.765

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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	2	3	4	9	**1**	**3**	**5**	**9**	0	1	**1**	2	**2**	4	0	6	
+15 mins.	**6**	5	**5**	**16**	0	3	2	5	0	**5**	1	**6**	2	**5**	0	**7**	
+30 mins.	6	**7**	0	13	0	1	1	2	**1**	2	1	4	1	1	0	2	
+45 mins.	2	2	4	8	0	0	5	5	1	5	0	6	1	3	0	4	
Total Volume	16	17	13	46	1	7	13	21	2	13	3	18	6	13	0	19	
% App. Total	34.8	37	28.3		4.8	33.3	61.9		11.1	72.2	16.7		31.6	68.4	0		
PHF	.667	.607	.650	.719	.250	.583	.650	.583	.500	.650	.750	.750	.750	.650	.000	.679	

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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

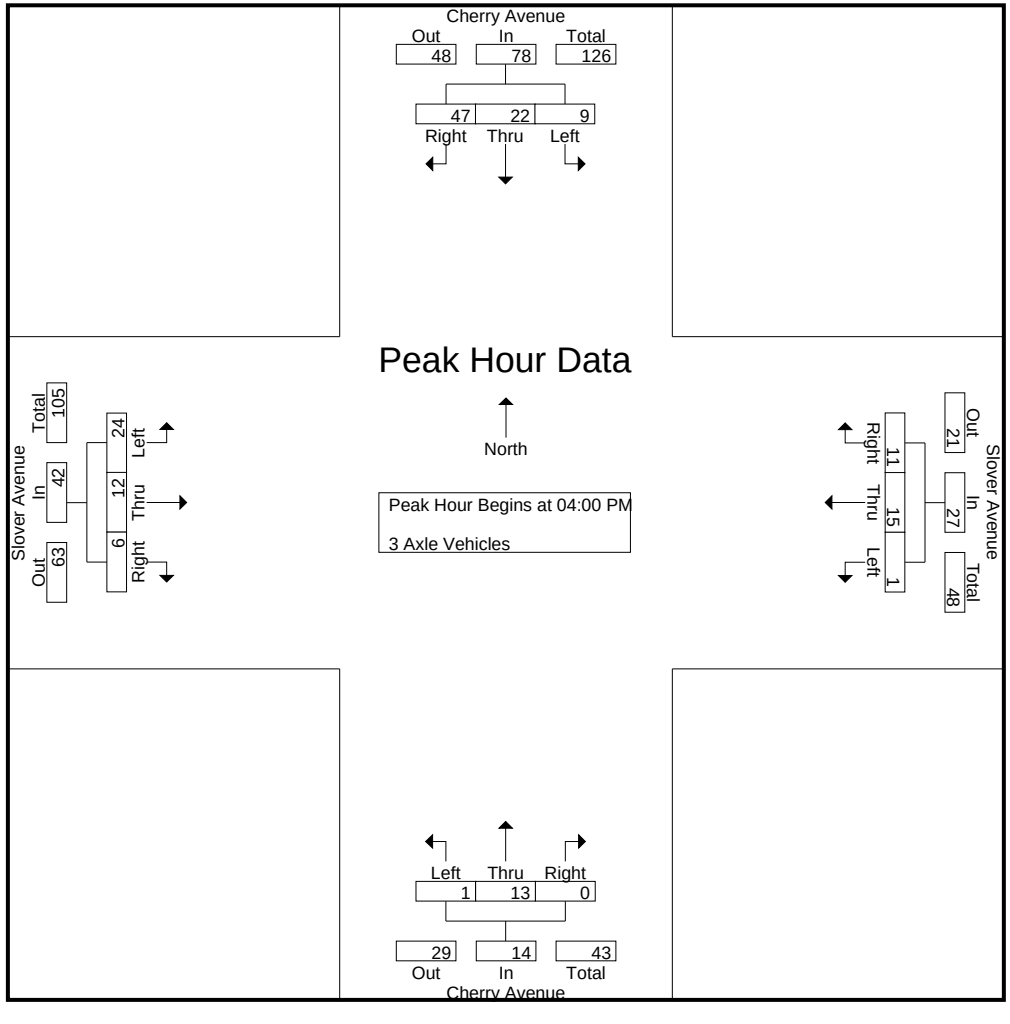
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	7	14	4	23	0	3	3	1	6	0	4	0	0	4	5	4	1	0	10	5	43	48
04:15 PM	0	3	14	9	17	1	5	0	0	6	0	3	0	0	3	6	1	1	0	8	9	34	43
04:30 PM	5	5	8	7	18	0	3	6	4	9	0	4	0	0	4	5	4	1	0	10	11	41	52
04:45 PM	2	7	11	6	20	0	4	2	1	6	1	2	0	0	3	8	3	3	2	14	9	43	52
Total	9	22	47	26	78	1	15	11	6	27	1	13	0	0	14	24	12	6	2	42	34	161	195
05:00 PM	2	5	12	3	19	0	3	3	1	6	0	3	0	0	3	7	1	1	0	9	4	37	41
05:15 PM	1	2	13	5	16	0	4	2	1	6	0	4	0	0	4	5	7	1	0	13	6	39	45
05:30 PM	1	1	4	1	6	0	0	4	1	4	0	2	0	0	2	7	5	2	1	14	3	26	29
05:45 PM	1	4	6	2	11	0	0	1	0	1	1	4	0	0	5	1	0	1	0	2	2	19	21
Total	5	12	35	11	52	0	7	10	3	17	1	13	0	0	14	20	13	5	1	38	15	121	136
Grand Total	14	34	82	37	130	1	22	21	9	44	2	26	0	0	28	44	25	11	3	80	49	282	331
Apprch %	10.8	26.2	63.1			2.3	50	47.7			7.1	92.9	0			55	31.2	13.8					
Total %	5	12.1	29.1		46.1	0.4	7.8	7.4		15.6	0.7	9.2	0		9.9	15.6	8.9	3.9		28.4	14.8	85.2	

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	**7**	**14**	**23**	0	3	3	6	0	**4**	0	**4**	5	**4**	1	10	**43**
04:15 PM	0	3	14	17	**1**	**5**	0	6	0	3	0	3	6	1	1	8	34
04:30 PM	**5**	5	8	18	0	3	**6**	**9**	0	4	0	4	5	4	1	10	41
04:45 PM	2	7	11	20	0	4	2	6	**1**	2	0	3	**8**	3	**3**	**14**	43
Total Volume	9	22	47	78	1	15	11	27	1	13	0	14	24	12	6	42	161
% App. Total	11.5	28.2	60.3		3.7	55.6	40.7		7.1	92.9	0		57.1	28.6	14.3		
PHF	.450	.786	.839	.848	.250	.750	.458	.750	.250	.813	.000	.875	.750	.750	.500	.750	.936

Counts Unlimited, Inc.
PO Box 1178
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(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	2	**7**	**14**	**23**	0	3	3	6	0	**4**	0	**4**	5	**4**	1	10	
+15 mins.	0	3	14	17	**1**	**5**	0	6	0	3	0	3	6	1	1	8	
+30 mins.	**5**	5	8	18	0	3	**6**	**9**	0	4	0	4	5	4	1	10	
+45 mins.	2	7	11	20	0	4	2	6	**1**	2	0	3	**8**	3	**3**	**14**	
Total Volume	9	22	47	78	1	15	11	27	1	13	0	14	24	12	6	42	
% App. Total	11.5	28.2	60.3		3.7	55.6	40.7		7.1	92.9	0		57.1	28.6	14.3		
PHF	.450	.786	.839	.848	.250	.750	.458	.750	.250	.813	.000	.875	.750	.750	.500	.750	

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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

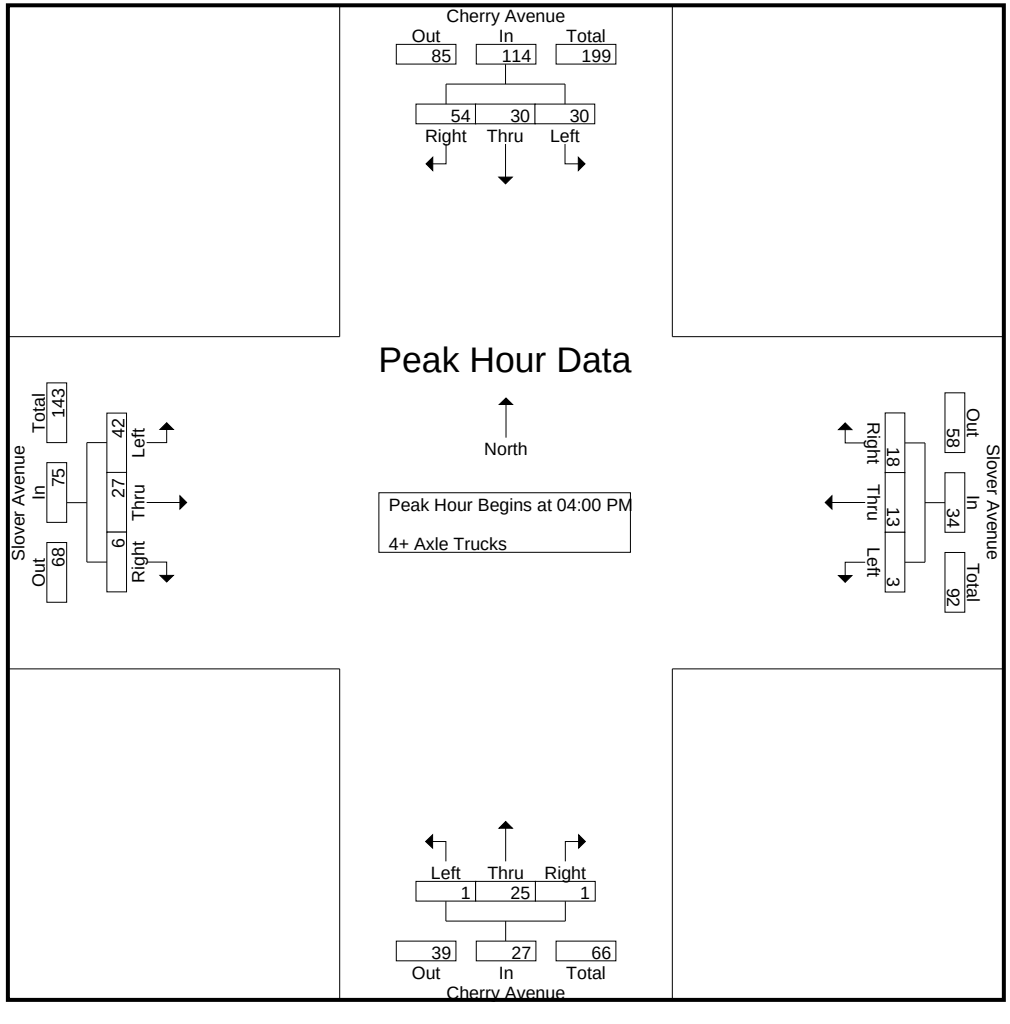
	Cherry Avenue Southbound					Slover Avenue Westbound					Cherry Avenue Northbound					Slover Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	9	7	11	4	27	0	3	9	5	12	0	4	0	0	4	11	9	3	0	23	9	66	75
04:15 PM	11	10	15	9	36	2	3	5	4	10	0	9	0	0	9	15	3	1	0	19	13	74	87
04:30 PM	2	5	13	8	20	0	4	3	1	7	1	9	1	1	11	10	8	1	0	19	10	57	67
04:45 PM	8	8	15	7	31	1	3	1	1	5	0	3	0	0	3	6	7	1	0	14	8	53	61
Total	30	30	54	28	114	3	13	18	11	34	1	25	1	1	27	42	27	6	0	75	40	250	290
05:00 PM	3	6	12	5	21	1	5	1	0	7	0	9	1	0	10	10	6	0	0	16	5	54	59
05:15 PM	7	2	12	4	21	1	6	7	4	14	3	7	0	0	10	14	10	0	0	24	8	69	77
05:30 PM	9	11	18	7	38	0	3	2	0	5	1	4	1	0	6	10	7	0	0	17	7	66	73
05:45 PM	4	7	16	6	27	0	3	2	0	5	0	9	0	0	9	7	4	2	0	13	6	54	60
Total	23	26	58	22	107	2	17	12	4	31	4	29	2	0	35	41	27	2	0	70	26	243	269
Grand Total	53	56	112	50	221	5	30	30	15	65	5	54	3	1	62	83	54	8	0	145	66	493	559
Apprch %	24	25.3	50.7			7.7	46.2	46.2			8.1	87.1	4.8			57.2	37.2	5.5					
Total %	10.8	11.4	22.7		44.8	1	6.1	6.1		13.2	1	11	0.6		12.6	16.8	11	1.6		29.4	11.8	88.2	

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	7	11	27	0	3	**9**	**12**	0	4	0	4	11	**9**	**3**	**23**	66
04:15 PM	**11**	**10**	**15**	**36**	**2**	3	5	10	0	**9**	0	9	**15**	3	1	19	**74**
04:30 PM	2	5	13	20	0	**4**	3	7	**1**	9	**1**	**11**	10	8	1	19	57
04:45 PM	8	8	15	31	1	3	1	5	0	3	0	3	6	7	1	14	53
Total Volume	30	30	54	114	3	13	18	34	1	25	1	27	42	27	6	75	250
% App. Total	26.3	26.3	47.4		8.8	38.2	52.9		3.7	92.6	3.7		56	36	8		
PHF	.682	.750	.900	.792	.375	.813	.500	.708	.250	.694	.250	.614	.700	.750	.500	.815	.845

Counts Unlimited, Inc.
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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Cher_Slo PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Slover Avenue Westbound				Cherry Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	9	7	11	27	0	3	**9**	**12**	0	4	0	4	11	**9**	**3**	**23**	
+15 mins.	**11**	**10**	**15**	**36**	**2**	3	5	10	0	**9**	0	9	**15**	3	1	19	
+30 mins.	2	5	13	20	0	**4**	3	7	**1**	9	**1**	**11**	10	8	1	19	
+45 mins.	8	8	15	31	1	3	1	5	0	3	0	3	6	7	1	14	
Total Volume	30	30	54	114	3	13	18	34	1	25	1	27	42	27	6	75	
% App. Total	26.3	26.3	47.4		8.8	38.2	52.9		3.7	92.6	3.7		56	36	8		
PHF	.682	.750	.900	.792	.375	.813	.500	.708	.250	.694	.250	.614	.700	.750	.500	.815	

Location: Fontana
N/S: Cherry Avenue
E/W: Slover Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Cherry Avenue	East Leg Slover Avenue	South Leg Cherry Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Cherry Avenue	East Leg Slover Avenue	South Leg Cherry Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	0	0	2
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	1	0	1	4

Location: Fontana
N/S: Cherry Avenue
E/W: Slover Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Cherry Avenue			Westbound Slover Avenue			Northbound Cherry Avenue			Eastbound Slover Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	1	0	1	0	0	0	0	0	0	0	3

	Southbound Cherry Avenue			Westbound Slover Avenue			Northbound Cherry Avenue			Eastbound Slover Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

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City of Fontana
N/S: Hemlock Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Hem_Slo AM
Site Code : 05123171
Start Date : 3/3/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

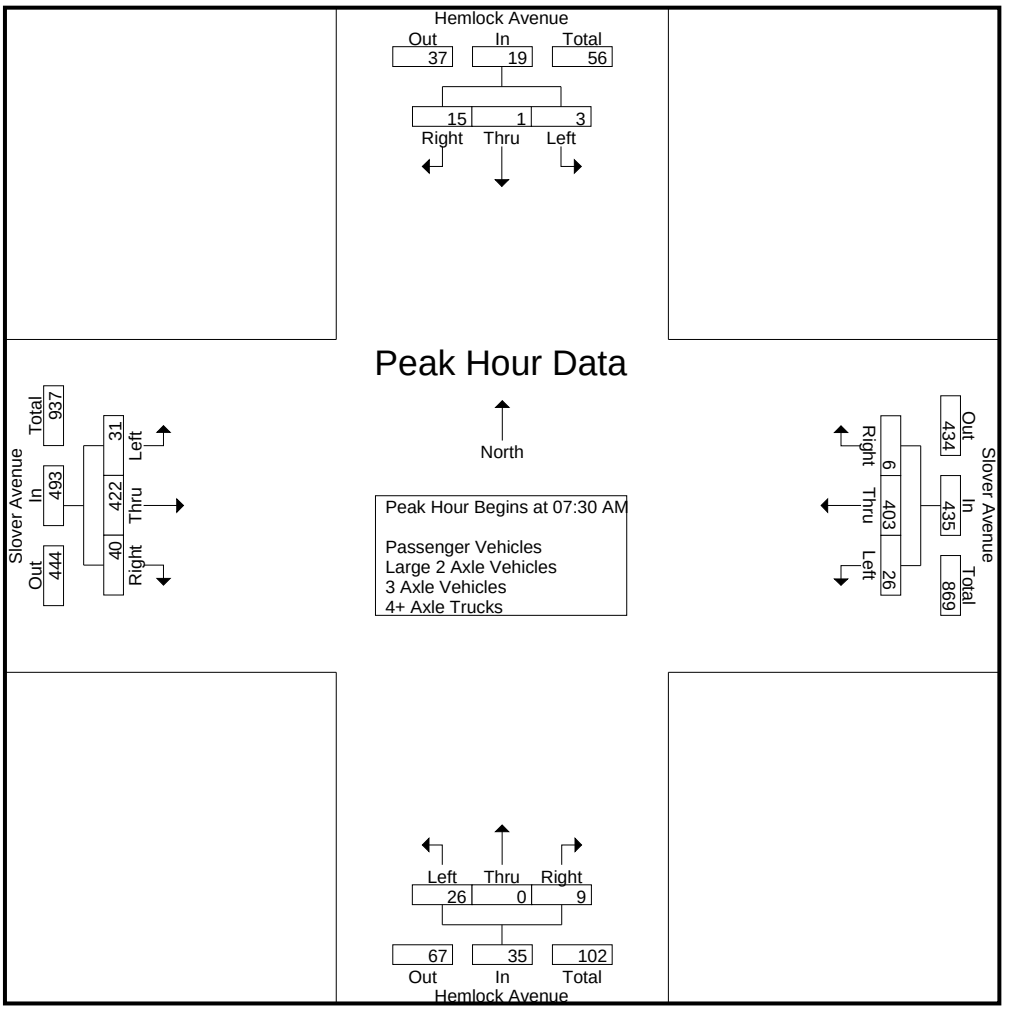
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	8	103	1	112	5	1	4	10	5	72	14	91	214
07:15 AM	0	0	1	1	3	98	1	102	7	1	1	9	3	83	6	92	204
07:30 AM	1	0	3	4	7	122	2	131	3	0	2	5	8	88	12	108	248
07:45 AM	0	0	8	8	8	108	1	117	4	0	4	8	11	113	6	130	263
Total	1	0	13	14	26	431	5	462	19	2	11	32	27	356	38	421	929
08:00 AM	0	1	2	3	7	100	1	108	7	0	2	9	4	113	10	127	247
08:15 AM	2	0	2	4	4	73	2	79	12	0	1	13	8	108	12	128	224
08:30 AM	2	0	3	5	5	94	0	99	5	0	2	7	5	119	9	133	244
08:45 AM	1	3	2	6	3	93	1	97	4	0	2	6	1	75	13	89	198
Total	5	4	9	18	19	360	4	383	28	0	7	35	18	415	44	477	913
Grand Total	6	4	22	32	45	791	9	845	47	2	18	67	45	771	82	898	1842
Apprch %	18.8	12.5	68.8		5.3	93.6	1.1		70.1	3	26.9		5	85.9	9.1		
Total %	0.3	0.2	1.2	1.7	2.4	42.9	0.5	45.9	2.6	0.1	1	3.6	2.4	41.9	4.5	48.8	
Passenger Vehicles	5	4	18	27	39	628	7	674	25	2	11	38	43	589	53	685	1424
% Passenger Vehicles	83.3	100	81.8	84.4	86.7	79.4	77.8	79.8	53.2	100	61.1	56.7	95.6	76.4	64.6	76.3	77.3
Large 2 Axle Vehicles	1	0	3	4	1	38	1	40	5	0	1	6	0	28	7	35	85
% Large 2 Axle Vehicles	16.7	0	13.6	12.5	2.2	4.8	11.1	4.7	10.6	0	5.6	9	0	3.6	8.5	3.9	4.6
3 Axle Vehicles	0	0	0	0	1	58	0	59	3	0	0	3	1	63	11	75	137
% 3 Axle Vehicles	0	0	0	0	2.2	7.3	0	7	6.4	0	0	4.5	2.2	8.2	13.4	8.4	7.4
4+ Axle Trucks	0	0	1	1	4	67	1	72	14	0	6	20	1	91	11	103	196
% 4+ Axle Trucks	0	0	4.5	3.1	8.9	8.5	11.1	8.5	29.8	0	33.3	29.9	2.2	11.8	13.4	11.5	10.6

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	3	4	7	**122**	**2**	**131**	3	0	2	5	8	88	**12**	108	248
07:45 AM	0	0	**8**	**8**	**8**	108	1	117	4	0	**4**	8	**11**	**113**	6	**130**	**263**
08:00 AM	0	**1**	2	3	7	100	1	108	7	0	2	9	4	113	10	127	247
08:15 AM	**2**	0	2	4	4	73	2	79	**12**	0	1	**13**	8	108	12	128	224
Total Volume	3	1	15	19	26	403	6	435	26	0	9	35	31	422	40	493	982
% App. Total	15.8	5.3	78.9		6	92.6	1.4		74.3	0	25.7		6.3	85.6	8.1		
PHF	.375	.250	.469	.594	.813	.826	.750	.830	.542	.000	.563	.673	.705	.934	.833	.948	.933

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City of Fontana
N/S: Hemlock Avenue
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File Name : 03_FON_Hem_Slo AM
Site Code : 05123171
Start Date : 3/3/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	**8**	**8**	**8**	103	1	112	4	0	**4**	8	**11**	113	6	130
+15 mins.	0	**1**	2	3	3	98	1	102	7	0	2	9	4	113	10	127
+30 mins.	**2**	0	2	4	7	**122**	**2**	**131**	**12**	0	1	**13**	8	108	**12**	128
+45 mins.	2	0	3	5	8	108	1	117	5	0	2	7	5	**119**	9	**133**
Total Volume	4	1	15	20	26	431	5	462	28	0	9	37	28	453	37	518
% App. Total	20	5	75		5.6	93.3	1.1		75.7	0	24.3		5.4	87.5	7.1	
PHF	.500	.250	.469	.625	.813	.883	.625	.882	.583	.000	.563	.712	.636	.952	.771	.974

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City of Fontana
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File Name : 03_FON_Hem_Slo AM
Site Code : 05123171
Start Date : 3/3/2022
Page No : 1

Groups Printed- Passenger Vehicles

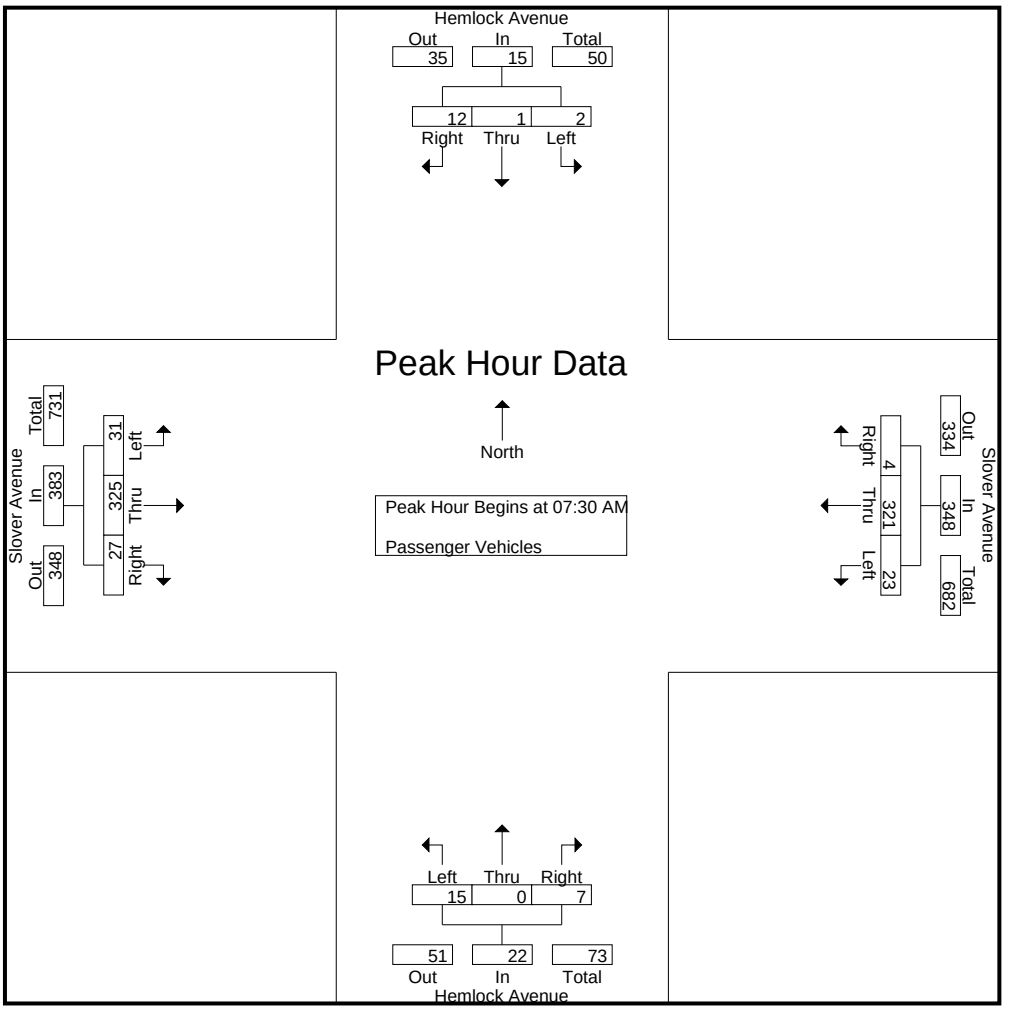
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	8	86	1	95	4	1	2	7	4	61	14	79	182
07:15 AM	0	0	1	1	2	80	1	83	1	1	1	3	2	56	2	60	147
07:30 AM	1	0	2	3	6	106	2	114	2	0	2	4	8	60	10	78	199
07:45 AM	0	0	7	7	7	95	0	102	2	0	2	4	11	93	4	108	221
Total	1	0	11	12	23	367	4	394	9	2	7	18	25	270	30	325	749
08:00 AM	0	1	2	3	7	71	0	78	5	0	2	7	4	92	7	103	191
08:15 AM	1	0	1	2	3	49	2	54	6	0	1	7	8	80	6	94	157
08:30 AM	2	0	3	5	4	73	0	77	4	0	0	4	5	93	4	102	188
08:45 AM	1	3	1	5	2	68	1	71	1	0	1	2	1	54	6	61	139
Total	4	4	7	15	16	261	3	280	16	0	4	20	18	319	23	360	675
Grand Total	5	4	18	27	39	628	7	674	25	2	11	38	43	589	53	685	1424
Apprch %	18.5	14.8	66.7		5.8	93.2	1		65.8	5.3	28.9		6.3	86	7.7		
Total %	0.4	0.3	1.3	1.9	2.7	44.1	0.5	47.3	1.8	0.1	0.8	2.7	3	41.4	3.7	48.1	

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	2	3	6	**106**	**2**	**114**	2	0	**2**	4	8	60	**10**	78	199
07:45 AM	0	0	**7**	**7**	**7**	95	0	102	2	0	2	4	**11**	**93**	4	**108**	**221**
08:00 AM	0	**1**	2	3	7	71	0	78	5	0	2	**7**	4	92	7	103	191
08:15 AM	1	0	1	2	3	49	2	54	**6**	0	1	7	8	80	6	94	157
Total Volume	2	1	12	15	23	321	4	348	15	0	7	22	31	325	27	383	768
% App. Total	13.3	6.7	80		6.6	92.2	1.1		68.2	0	31.8		8.1	84.9	7		
PHF	.500	.250	.429	.536	.821	.757	.500	.763	.625	.000	.875	.786	.705	.874	.675	.887	.869

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Weather: Clear

File Name : 03_FON_Hem_Slo AM
Site Code : 05123171
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	2	3	6	**106**	**2**	**114**	2	0	**2**	4	8	60	**10**	78
+15 mins.	0	0	**7**	**7**	**7**	95	0	102	2	0	2	4	**11**	**93**	4	**108**
+30 mins.	0	**1**	2	3	7	71	0	78	5	0	2	**7**	4	92	7	103
+45 mins.	1	0	1	2	3	49	2	54	**6**	0	1	7	8	80	6	94
Total Volume	2	1	12	15	23	321	4	348	15	0	7	22	31	325	27	383
% App. Total	13.3	6.7	80		6.6	92.2	1.1		68.2	0	31.8		8.1	84.9	7	
PHF	.500	.250	.429	.536	.821	.757	.500	.763	.625	.000	.875	.786	.705	.874	.675	.887

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E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Hem_Slo AM
Site Code : 05123171
Start Date : 3/3/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

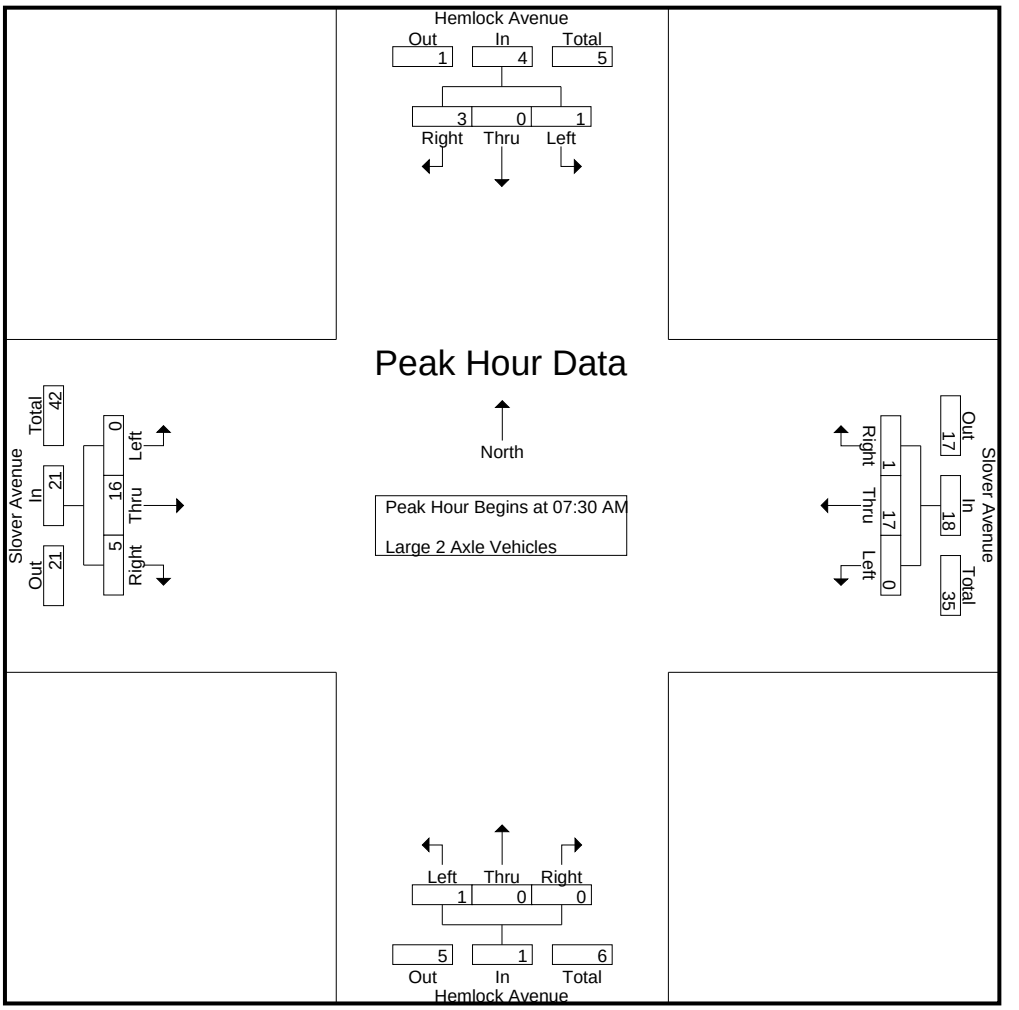
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	1	0	1	2	0	2	0	2	8
07:15 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	5	1	6	12
07:30 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	6	0	6	10
07:45 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	2	0	2	8
Total	0	0	2	2	1	16	0	17	2	0	1	3	0	15	1	16	38
08:00 AM	0	0	0	0	0	5	1	6	1	0	0	1	0	5	3	8	15
08:15 AM	1	0	1	2	0	4	0	4	0	0	0	0	0	3	2	5	11
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
08:45 AM	0	0	0	0	0	7	0	7	2	0	0	2	0	2	1	3	12
Total	1	0	1	2	0	22	1	23	3	0	0	3	0	13	6	19	47
Grand Total	1	0	3	4	1	38	1	40	5	0	1	6	0	28	7	35	85
Apprch %	25	0	75		2.5	95	2.5		83.3	0	16.7		0	80	20		
Total %	1.2	0	3.5	4.7	1.2	44.7	1.2	47.1	5.9	0	1.2	7.1	0	32.9	8.2	41.2	

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	1	0	3	0	3	0	0	0	0	0	**6**	0	6	10
07:45 AM	0	0	1	1	0	**5**	0	5	0	0	0	0	0	2	0	2	8
08:00 AM	0	0	0	0	0	5	**1**	**6**	**1**	0	0	**1**	0	5	**3**	**8**	**15**
08:15 AM	**1**	0	1	**2**	0	4	0	4	0	0	0	0	0	3	2	5	11
Total Volume	1	0	3	4	0	17	1	18	1	0	0	1	0	16	5	21	44
% App. Total	25	0	75		0	94.4	5.6		100	0	0		0	76.2	23.8		
PHF	.250	.000	.750	.500	.000	.850	.250	.750	.250	.000	.000	.250	.000	.667	.417	.656	.733

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N/S: Hemlock Avenue
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File Name : 03_FON_Hem_Slo AM
Site Code : 05123171
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	1	0	3	0	3	0	0	0	0	0	**6**	0	6
+15 mins.	0	0	1	1	0	**5**	0	5	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	5	**1**	**6**	**1**	0	0	**1**	0	5	**3**	**8**
+45 mins.	**1**	0	1	**2**	0	4	0	4	0	0	0	0	0	3	2	5
Total Volume	1	0	3	4	0	17	1	18	1	0	0	1	0	16	5	21
% App. Total	25	0	75		0	94.4	5.6		100	0	0		0	76.2	23.8	
PHF	.250	.000	.750	.500	.000	.850	.250	.750	.250	.000	.000	.250	.000	.667	.417	.656

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City of Fontana
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File Name : 03_FON_Hem_Slo AM
Site Code : 05123171
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Groups Printed- 3 Axle Vehicles

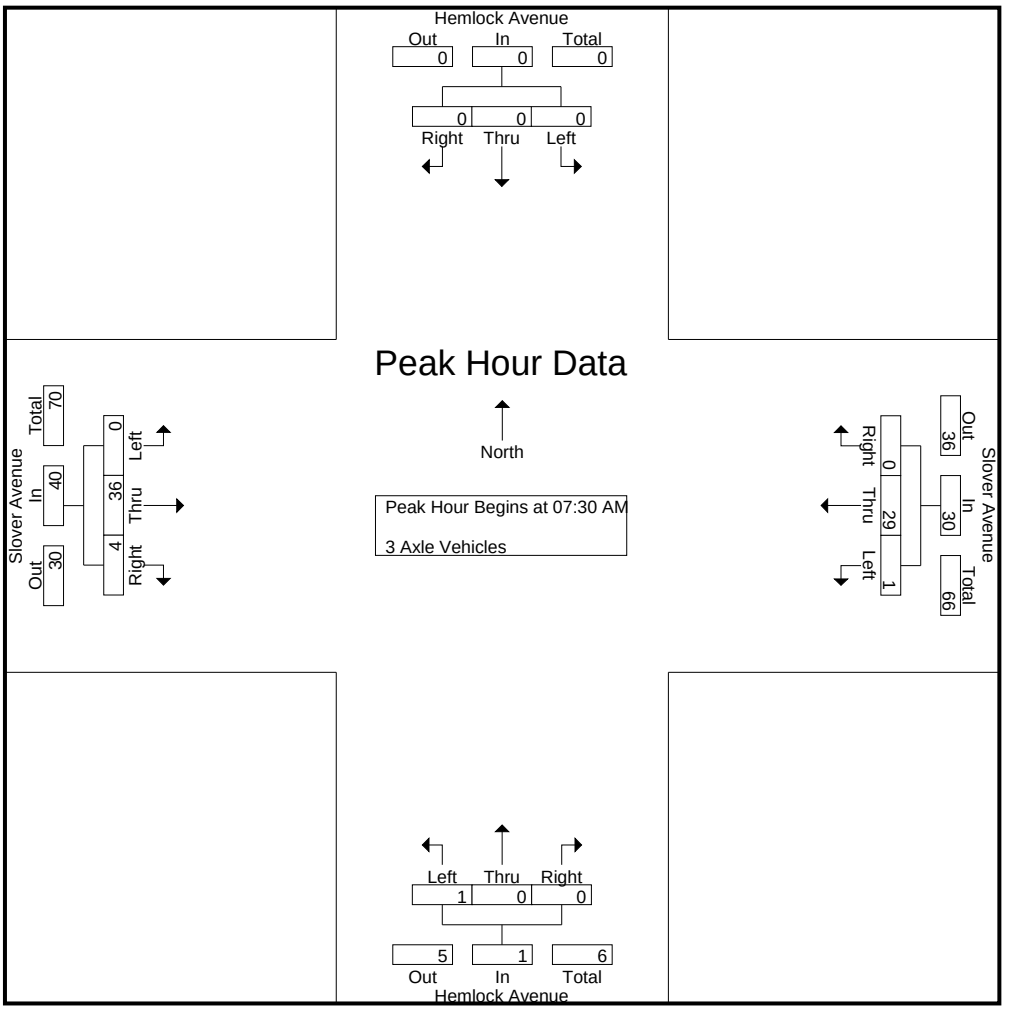
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
07:15 AM	0	0	0	0	0	10	0	10	1	0	0	1	1	8	1	10	21
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	2	10	15
07:45 AM	0	0	0	0	1	5	0	6	0	0	0	0	0	9	2	11	17
Total	0	0	0	0	1	27	0	28	1	0	0	1	1	29	5	35	64
08:00 AM	0	0	0	0	0	15	0	15	0	0	0	0	0	7	0	7	22
08:15 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	12	0	12	17
08:30 AM	0	0	0	0	0	6	0	6	1	0	0	1	0	9	2	11	18
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	4	10	16
Total	0	0	0	0	0	31	0	31	2	0	0	2	0	34	6	40	73
Grand Total	0	0	0	0	1	58	0	59	3	0	0	3	1	63	11	75	137
Apprch %	0	0	0		1.7	98.3	0		100	0	0		1.3	84	14.7		
Total %	0	0	0	0	0.7	42.3	0	43.1	2.2	0	0	2.2	0.7	46	8	54.7	

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	**2**	10	15
07:45 AM	0	0	0	0	**1**	5	0	6	0	0	0	0	0	9	2	11	17
08:00 AM	0	0	0	0	0	**15**	0	**15**	0	0	0	0	0	7	0	7	**22**
08:15 AM	0	0	0	0	0	4	0	4	**1**	0	0	**1**	0	**12**	0	**12**	17
Total Volume	0	0	0	0	1	29	0	30	1	0	0	1	0	36	4	40	71
% App. Total	0	0	0		3.3	96.7	0		100	0	0		0	90	10		
PHF	.000	.000	.000	.000	.250	.483	.000	.500	.250	.000	.000	.250	.000	.750	.500	.833	.807

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Site Code : 05123171
Start Date : 3/3/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	8	**2**	10
+15 mins.	0	0	0	0	**1**	5	0	6	0	0	0	0	0	9	2	11
+30 mins.	0	0	0	0	0	**15**	0	**15**	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	4	0	4	**1**	0	0	**1**	0	**12**	0	**12**
Total Volume	0	0	0	0	1	29	0	30	1	0	0	1	0	36	4	40
% App. Total	0	0	0		3.3	96.7	0		100	0	0		0	90	10	
PHF	.000	.000	.000	.000	.250	.483	.000	.500	.250	.000	.000	.250	.000	.750	.500	.833

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City of Fontana
N/S: Hemlock Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Hem_Slo AM
Site Code : 05123171
Start Date : 3/3/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

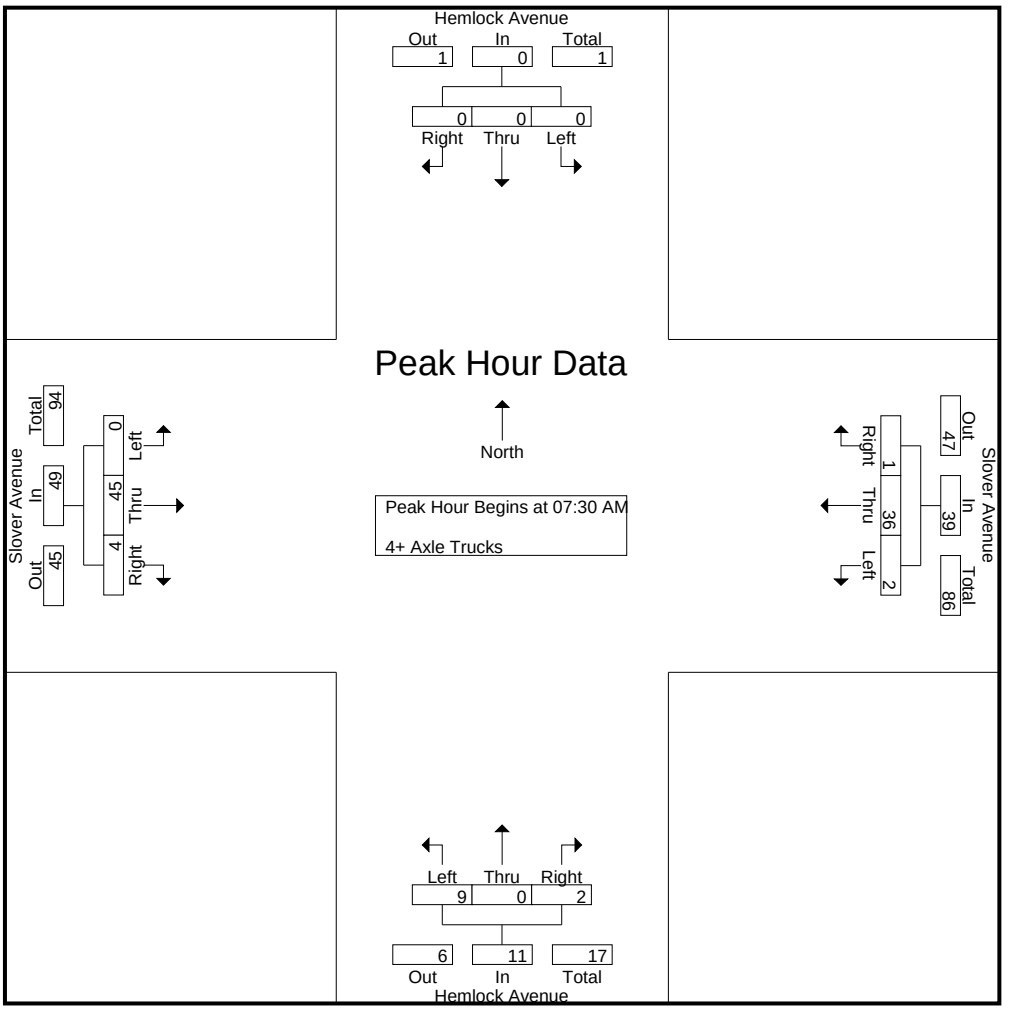
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	0	0	1	1	1	5	0	6	13
07:15 AM	0	0	0	0	0	4	0	4	4	0	0	4	0	14	2	16	24
07:30 AM	0	0	0	0	1	8	0	9	1	0	0	1	0	14	0	14	24
07:45 AM	0	0	0	0	0	3	1	4	2	0	2	4	0	9	0	9	17
Total	0	0	0	0	1	21	1	23	7	0	3	10	1	42	2	45	78
08:00 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	9	0	9	19
08:15 AM	0	0	0	0	1	16	0	17	5	0	0	5	0	13	4	17	39
08:30 AM	0	0	0	0	1	9	0	10	0	0	2	2	0	14	3	17	29
08:45 AM	0	0	1	1	1	12	0	13	1	0	1	2	0	13	2	15	31
Total	0	0	1	1	3	46	0	49	7	0	3	10	0	49	9	58	118
Grand Total	0	0	1	1	4	67	1	72	14	0	6	20	1	91	11	103	196
Apprch %	0	0	100		5.6	93.1	1.4		70	0	30		1	88.3	10.7		
Total %	0	0	0.5	0.5	2	34.2	0.5	36.7	7.1	0	3.1	10.2	0.5	46.4	5.6	52.6	

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	8	0	9	1	0	0	1	0	**14**	0	14	24
07:45 AM	0	0	0	0	0	3	**1**	4	2	0	**2**	4	0	9	0	9	17
08:00 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	9	0	9	19
08:15 AM	0	0	0	0	1	**16**	0	**17**	**5**	0	0	**5**	0	13	**4**	**17**	**39**
Total Volume	0	0	0	0	2	36	1	39	9	0	2	11	0	45	4	49	99
% App. Total	0	0	0		5.1	92.3	2.6		81.8	0	18.2		0	91.8	8.2		
PHF	.000	.000	.000	.000	.500	.563	.250	.574	.450	.000	.250	.550	.000	.804	.250	.721	.635

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	8	0	9	1	0	0	1	0	**14**	0	14
+15 mins.	0	0	0	0	0	3	**1**	4	2	0	**2**	4	0	9	0	9
+30 mins.	0	0	0	0	0	9	0	9	1	0	0	1	0	9	0	9
+45 mins.	0	0	0	0	1	**16**	0	**17**	**5**	0	0	**5**	0	13	**4**	**17**
Total Volume	0	0	0	0	2	36	1	39	9	0	2	11	0	45	4	49
% App. Total	0	0	0		5.1	92.3	2.6		81.8	0	18.2		0	91.8	8.2	
PHF	.000	.000	.000	.000	.500	.563	.250	.574	.450	.000	.250	.550	.000	.804	.250	.721

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

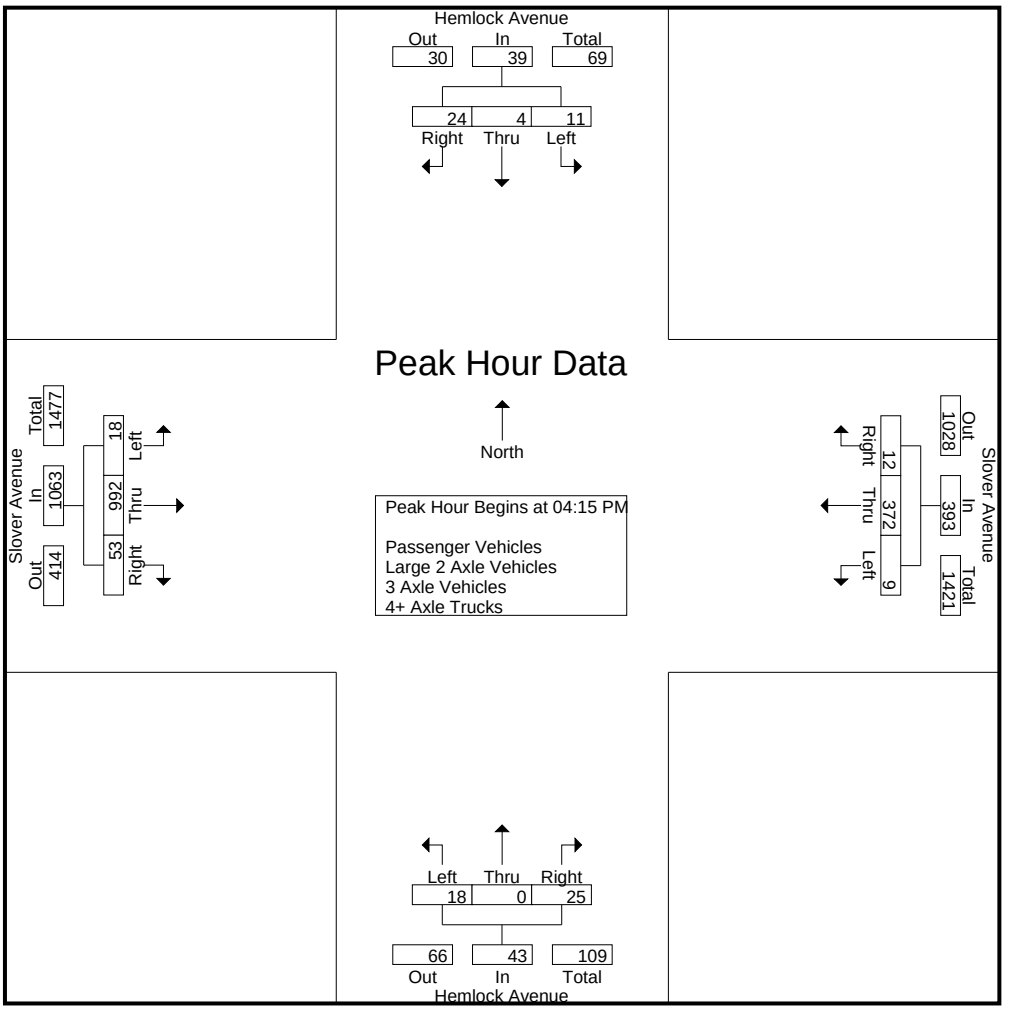
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	9	11	2	59	0	61	4	0	1	5	0	265	2	267	344
04:15 PM	0	1	1	2	1	71	4	76	3	0	1	4	5	259	13	277	359
04:30 PM	3	1	5	9	5	113	2	120	7	0	7	14	6	250	12	268	411
04:45 PM	3	1	5	9	1	82	3	86	3	0	4	7	2	244	16	262	364
Total	8	3	20	31	9	325	9	343	17	0	13	30	13	1018	43	1074	1478
05:00 PM	5	1	13	19	2	106	3	111	5	0	13	18	5	239	12	256	404
05:15 PM	2	0	6	8	2	94	2	98	4	0	1	5	8	229	6	243	354
05:30 PM	4	3	5	12	2	80	3	85	6	0	3	9	2	198	6	206	312
05:45 PM	3	0	4	7	1	88	1	90	5	0	2	7	4	181	5	190	294
Total	14	4	28	46	7	368	9	384	20	0	19	39	19	847	29	895	1364
Grand Total	22	7	48	77	16	693	18	727	37	0	32	69	32	1865	72	1969	2842
Apprch %	28.6	9.1	62.3		2.2	95.3	2.5		53.6	0	46.4		1.6	94.7	3.7		
Total %	0.8	0.2	1.7	2.7	0.6	24.4	0.6	25.6	1.3	0	1.1	2.4	1.1	65.6	2.5	69.3	
Passenger Vehicles	22	6	44	72	14	569	17	600	31	0	30	61	29	1643	63	1735	2468
% Passenger Vehicles	100	85.7	91.7	93.5	87.5	82.1	94.4	82.5	83.8	0	93.8	88.4	90.6	88.1	87.5	88.1	86.8
Large 2 Axle Vehicles	0	0	2	2	0	23	1	24	1	0	1	2	1	54	0	55	83
% Large 2 Axle Vehicles	0	0	4.2	2.6	0	3.3	5.6	3.3	2.7	0	3.1	2.9	3.1	2.9	0	2.8	2.9
3 Axle Vehicles	0	1	2	3	0	31	0	31	0	0	0	0	2	58	3	63	97
% 3 Axle Vehicles	0	14.3	4.2	3.9	0	4.5	0	4.3	0	0	0	0	6.2	3.1	4.2	3.2	3.4
4+ Axle Trucks	0	0	0	0	2	70	0	72	5	0	1	6	0	110	6	116	194
% 4+ Axle Trucks	0	0	0	0	12.5	10.1	0	9.9	13.5	0	3.1	8.7	0	5.9	8.3	5.9	6.8

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	1	2	1	71	**4**	76	3	0	1	4	5	**259**	13	**277**	359
04:30 PM	3	1	5	9	**5**	**113**	2	**120**	**7**	0	7	14	**6**	250	12	268	**411**
04:45 PM	3	1	5	9	1	82	3	86	3	0	4	7	2	244	**16**	262	364
05:00 PM	**5**	1	**13**	**19**	2	106	3	111	5	0	**13**	**18**	5	239	12	256	404
Total Volume	11	4	24	39	9	372	12	393	18	0	25	43	18	992	53	1063	1538
% App. Total	28.2	10.3	61.5		2.3	94.7	3.1		41.9	0	58.1		1.7	93.3	5		
PHF	.550	1.00	.462	.513	.450	.823	.750	.819	.643	.000	.481	.597	.750	.958	.828	.959	.936

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	3	1	5	9	**5**	**113**	2	**120**	**7**	0	7	14	0	**265**	2	267
+15 mins.	**5**	1	**13**	**19**	1	82	**3**	86	3	0	4	7	5	259	13	**277**
+30 mins.	2	0	6	8	2	106	3	111	5	0	**13**	**18**	**6**	250	12	268
+45 mins.	4	**3**	5	12	2	94	2	98	4	0	1	5	2	244	**16**	262
Total Volume	14	5	29	48	10	395	10	415	19	0	25	44	13	1018	43	1074
% App. Total	29.2	10.4	60.4		2.4	95.2	2.4		43.2	0	56.8		1.2	94.8	4	
PHF	.700	.417	.558	.632	.500	.874	.833	.865	.679	.000	.481	.611	.542	.960	.672	.969

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Groups Printed- Passenger Vehicles

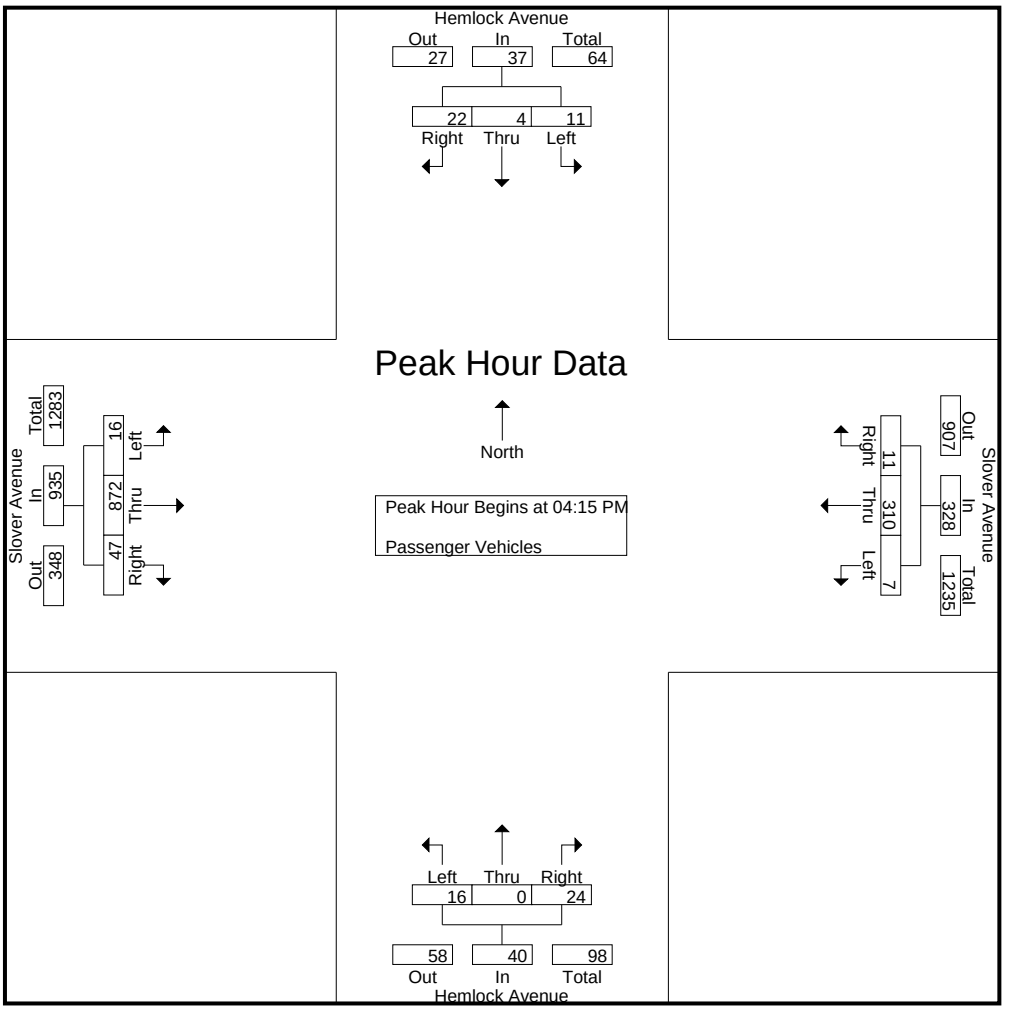
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	8	10	2	43	0	45	3	0	1	4	0	237	2	239	298
04:15 PM	0	1	0	1	1	56	4	61	1	0	1	2	5	211	10	226	290
04:30 PM	3	1	5	9	4	98	2	104	7	0	7	14	4	221	10	235	362
04:45 PM	3	1	5	9	0	65	2	67	3	0	4	7	2	223	15	240	323
Total	8	3	18	29	7	262	8	277	14	0	13	27	11	892	37	940	1273
05:00 PM	5	1	12	18	2	91	3	96	5	0	12	17	5	217	12	234	365
05:15 PM	2	0	6	8	2	79	2	83	4	0	1	5	8	208	5	221	317
05:30 PM	4	2	5	11	2	67	3	72	5	0	3	8	1	175	5	181	272
05:45 PM	3	0	3	6	1	70	1	72	3	0	1	4	4	151	4	159	241
Total	14	3	26	43	7	307	9	323	17	0	17	34	18	751	26	795	1195
Grand Total	22	6	44	72	14	569	17	600	31	0	30	61	29	1643	63	1735	2468
Apprch %	30.6	8.3	61.1		2.3	94.8	2.8		50.8	0	49.2		1.7	94.7	3.6		
Total %	0.9	0.2	1.8	2.9	0.6	23.1	0.7	24.3	1.3	0	1.2	2.5	1.2	66.6	2.6	70.3	

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	1	1	56	**4**	61	1	0	1	2	**5**	211	10	226	290
04:30 PM	3	1	5	9	**4**	**98**	2	**104**	**7**	0	7	14	4	221	10	235	362
04:45 PM	3	1	5	9	0	65	2	67	3	0	4	7	2	**223**	**15**	**240**	323
05:00 PM	**5**	1	**12**	**18**	2	91	3	96	5	0	**12**	**17**	5	217	12	234	**365**
Total Volume	11	4	22	37	7	310	11	328	16	0	24	40	16	872	47	935	1340
% App. Total	29.7	10.8	59.5		2.1	94.5	3.4		40	0	60		1.7	93.3	5		
PHF	.550	1.00	.458	.514	.438	.791	.688	.788	.571	.000	.500	.588	.800	.978	.783	.974	.918

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Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:00 PM			
+0 mins.	0	**1**	0	1	1	56	**4**	61	1	0	1	2	0	**237**	2	239
+15 mins.	3	1	5	9	**4**	**98**	2	**104**	**7**	0	7	14	**5**	211	10	226
+30 mins.	3	1	5	9	0	65	2	67	3	0	4	7	4	221	10	235
+45 mins.	**5**	1	**12**	**18**	2	91	3	96	5	0	**12**	**17**	2	223	**15**	**240**
Total Volume	11	4	22	37	7	310	11	328	16	0	24	40	11	892	37	940
% App. Total	29.7	10.8	59.5		2.1	94.5	3.4		40	0	60		1.2	94.9	3.9	
PHF	.550	1.000	.458	.514	.438	.791	.688	.788	.571	.000	.500	.588	.550	.941	.617	.979

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Groups Printed- Large 2 Axle Vehicles

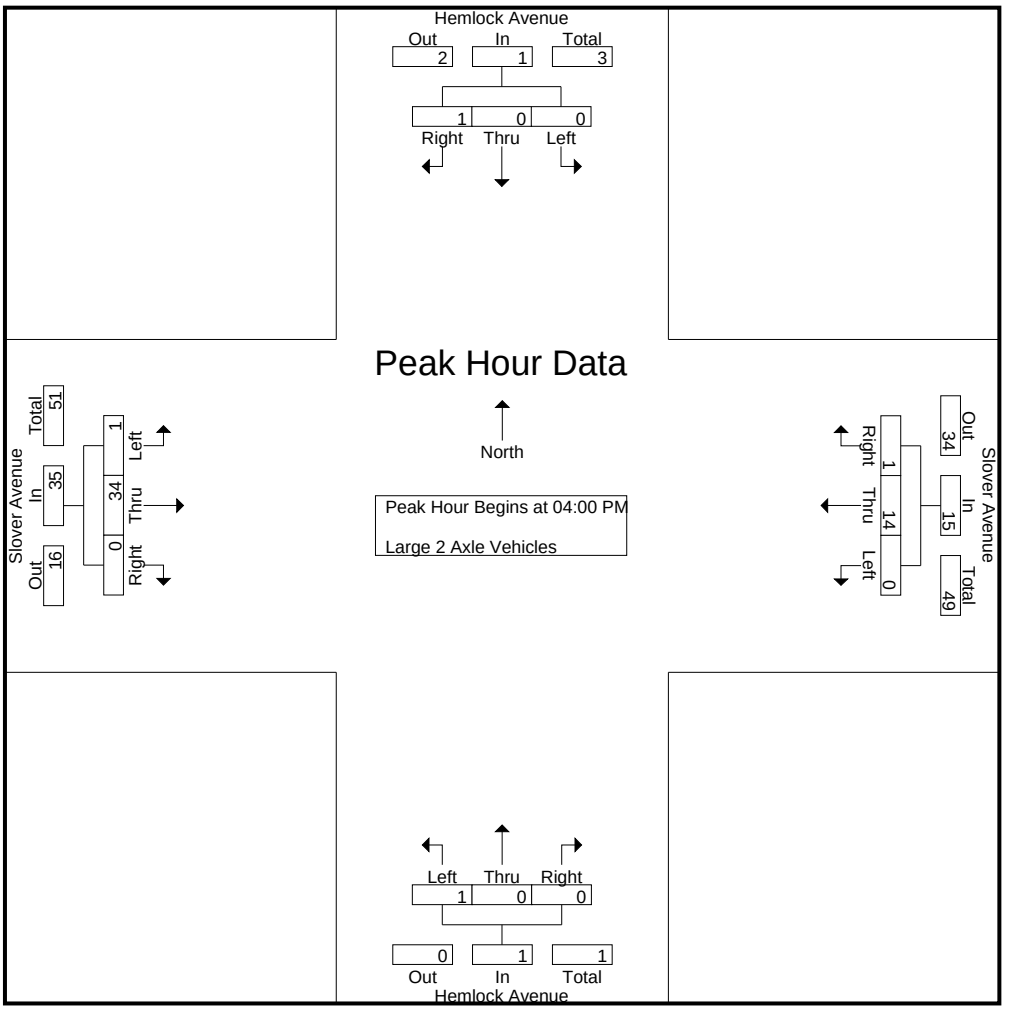
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
04:15 PM	0	0	1	1	0	3	0	3	1	0	0	1	0	10	0	10	15
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	8	0	9	12
04:45 PM	0	0	0	0	0	5	1	6	0	0	0	0	0	9	0	9	15
Total	0	0	1	1	0	14	1	15	1	0	0	1	1	34	0	35	52
05:00 PM	0	0	1	1	0	4	0	4	0	0	1	1	0	3	0	3	9
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Total	0	0	1	1	0	9	0	9	0	0	1	1	0	20	0	20	31
Grand Total	0	0	2	2	0	23	1	24	1	0	1	2	1	54	0	55	83
Apprch %	0	0	100		0	95.8	4.2		50	0	50		1.8	98.2	0		
Total %	0	0	2.4	2.4	0	27.7	1.2	28.9	1.2	0	1.2	2.4	1.2	65.1	0	66.3	

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
04:15 PM	0	0	**1**	**1**	0	3	0	3	**1**	0	0	**1**	0	**10**	0	**10**	**15**
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	**1**	8	0	9	12
04:45 PM	0	0	0	0	0	**5**	**1**	**6**	0	0	0	0	0	9	0	9	15
Total Volume	0	0	1	1	0	14	1	15	1	0	0	1	1	34	0	35	52
% App. Total	0	0	100		0	93.3	6.7		100	0	0		2.9	97.1	0		
PHF	.000	.000	.250	.250	.000	.700	.250	.625	.250	.000	.000	.250	.250	.850	.000	.875	.867

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Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	3	0	3	**1**	0	0	**1**	0	7	0	7
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**10**	0	**10**
+30 mins.	0	0	0	0	0	**5**	**1**	**6**	0	0	0	0	**1**	8	0	9
+45 mins.	0	0	1	1	0	4	0	4	0	0	**1**	1	0	9	0	9
Total Volume	0	0	2	2	0	15	1	16	1	0	1	2	1	34	0	35
% App. Total	0	0	100		0	93.8	6.2		50	0	50		2.9	97.1	0	
PHF	.000	.000	.500	.500	.000	.750	.250	.667	.250	.000	.250	.500	.250	.850	.000	.875

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Groups Printed- 3 Axle Vehicles

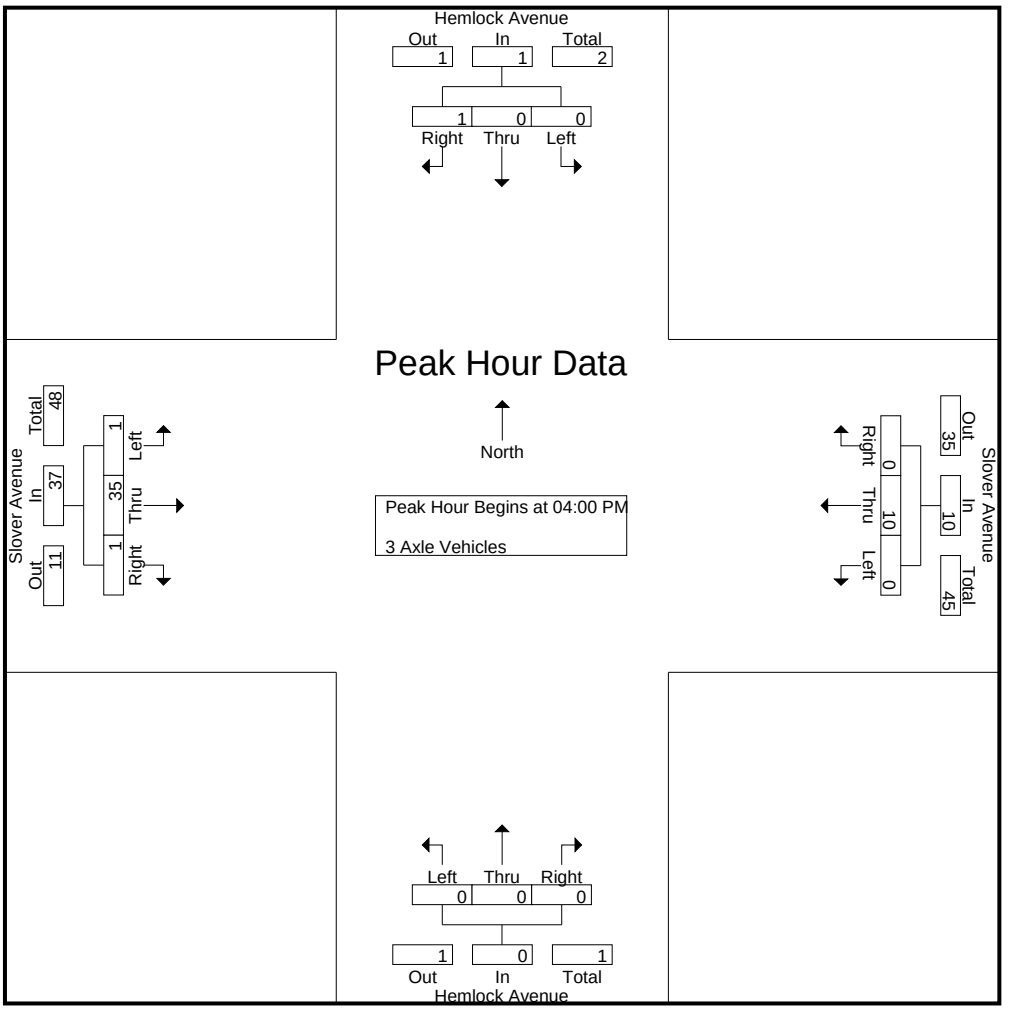
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	8	0	8	11
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	15	0	15	17
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	7	1	9	11
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
Total	0	0	1	1	0	10	0	10	0	0	0	0	1	35	1	37	48
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	1	4	9
05:30 PM	0	1	0	1	0	6	0	6	0	0	0	0	1	6	1	8	15
05:45 PM	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11	20
Total	0	1	1	2	0	21	0	21	0	0	0	0	1	23	2	26	49
Grand Total	0	1	2	3	0	31	0	31	0	0	0	0	2	58	3	63	97
Apprch %	0	33.3	66.7		0	100	0		0	0	0		3.2	92.1	4.8		
Total %	0	1	2.1	3.1	0	32	0	32	0	0	0	0	2.1	59.8	3.1	64.9	

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	8	0	8	11
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**15**	0	**15**	**17**
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	7	**1**	9	11
04:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	5	0	5	9
Total Volume	0	0	1	1	0	10	0	10	0	0	0	0	1	35	1	37	48
% App. Total	0	0	100		0	100	0		0	0	0		2.7	94.6	2.7		
PHF	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.250	.583	.250	.617	.706

Counts Unlimited, Inc.
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City of Fontana
N/S: Hemlock Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Hem_Slo PM
Site Code : 05123171
Start Date : 3/3/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	8	0	8
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**15**	0	**15**
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	7	**1**	9
+45 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	5	0	5
Total Volume	0	0	1	1	0	10	0	10	0	0	0	0	1	35	1	37
% App. Total	0	0	100		0	100	0		0	0	0		2.7	94.6	2.7	
PHF	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.250	.583	.250	.617

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City of Fontana
N/S: Hemlock Avenue
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File Name : 03_FON_Hem_Slo PM
Site Code : 05123171
Start Date : 3/3/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

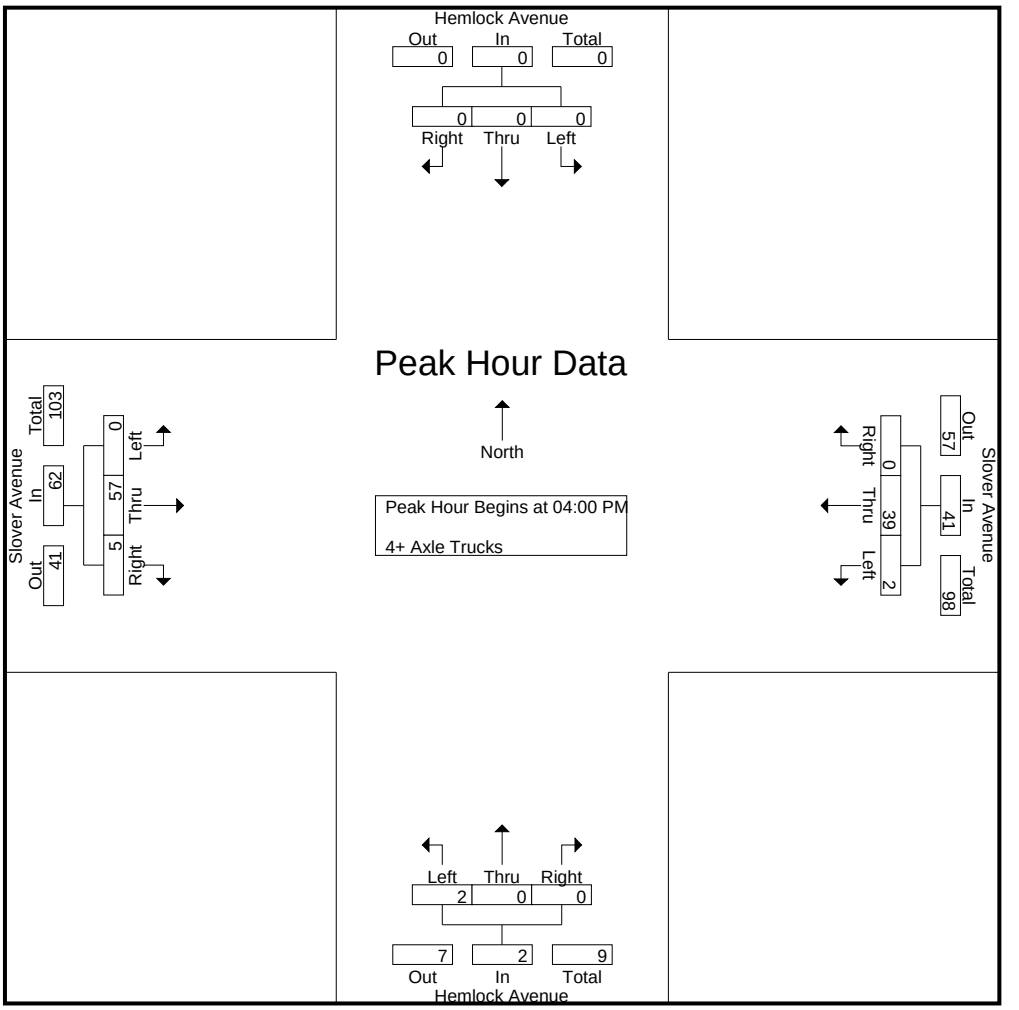
	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	11	0	11	1	0	0	1	0	13	0	13	25
04:15 PM	0	0	0	0	0	10	0	10	1	0	0	1	0	23	3	26	37
04:30 PM	0	0	0	0	1	10	0	11	0	0	0	0	0	14	1	15	26
04:45 PM	0	0	0	0	1	8	0	9	0	0	0	0	0	7	1	8	17
Total	0	0	0	0	2	39	0	41	2	0	0	2	0	57	5	62	105
05:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	16	0	16	25
05:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	12	0	12	18
05:30 PM	0	0	0	0	0	7	0	7	1	0	0	1	0	12	0	12	20
05:45 PM	0	0	0	0	0	9	0	9	2	0	1	3	0	13	1	14	26
Total	0	0	0	0	0	31	0	31	3	0	1	4	0	53	1	54	89
Grand Total	0	0	0	0	2	70	0	72	5	0	1	6	0	110	6	116	194
Apprch %	0	0	0		2.8	97.2	0		83.3	0	16.7		0	94.8	5.2		
Total %	0	0	0	0	1	36.1	0	37.1	2.6	0	0.5	3.1	0	56.7	3.1	59.8	

	Hemlock Avenue Southbound				Slover Avenue Westbound				Hemlock Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**11**	0	**11**	**1**	0	0	**1**	0	13	0	13	25
04:15 PM	0	0	0	0	0	10	0	10	1	0	0	1	0	**23**	**3**	**26**	**37**
04:30 PM	0	0	0	0	**1**	10	0	11	0	0	0	0	0	14	1	15	26
04:45 PM	0	0	0	0	1	8	0	9	0	0	0	0	0	7	1	8	17
Total Volume	0	0	0	0	2	39	0	41	2	0	0	2	0	57	5	62	105
% App. Total	0	0	0		4.9	95.1	0		100	0	0		0	91.9	8.1		
PHF	.000	.000	.000	.000	.500	.886	.000	.932	.500	.000	.000	.500	.000	.620	.417	.596	.709

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City of Fontana
N/S: Hemlock Avenue
E/W: Slover Avenue
Weather: Clear

File Name : 03_FON_Hem_Slo PM
Site Code : 05123171
Start Date : 3/3/2022
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Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**11**	0	**11**	**1**	0	0	**1**	0	**23**	**3**	**26**
+15 mins.	0	0	0	0	0	10	0	10	1	0	0	1	0	14	1	15
+30 mins.	0	0	0	0	**1**	10	0	11	0	0	0	0	0	7	1	8
+45 mins.	0	0	0	0	1	8	0	9	0	0	0	0	0	16	0	16
Total Volume	0	0	0	0	2	39	0	41	2	0	0	2	0	60	5	65
% App. Total	0	0	0		4.9	95.1	0		100	0	0		0	92.3	7.7	
PHF	.000	.000	.000	.000	.500	.886	.000	.932	.500	.000	.000	.500	.000	.652	.417	.625

Location: Fontana
N/S: Hemlock Avenue
E/W: Slover Avenue

Date: 3/3/2022
Day: Thursday

PEDESTRIANS

	North Leg Hemlock Avenue	East Leg Slover Avenue	South Leg Hemlock Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	1	2
8:15 AM	1	0	0	1	2
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	3	3
TOTAL VOLUMES:	2	0	0	6	8

	North Leg Hemlock Avenue	East Leg Slover Avenue	South Leg Hemlock Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	2	3
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	3	2	0	5	10

Location: Fontana
N/S: Hemlock Avenue
E/W: Slover Avenue

Date: 3/3/2022
Day: Thursday

BICYCLES

	Southbound Hemlock Avenue			Westbound Slover Avenue			Northbound Hemlock Avenue			Eastbound Slover Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Hemlock Avenue			Westbound Slover Avenue			Northbound Hemlock Avenue			Eastbound Slover Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

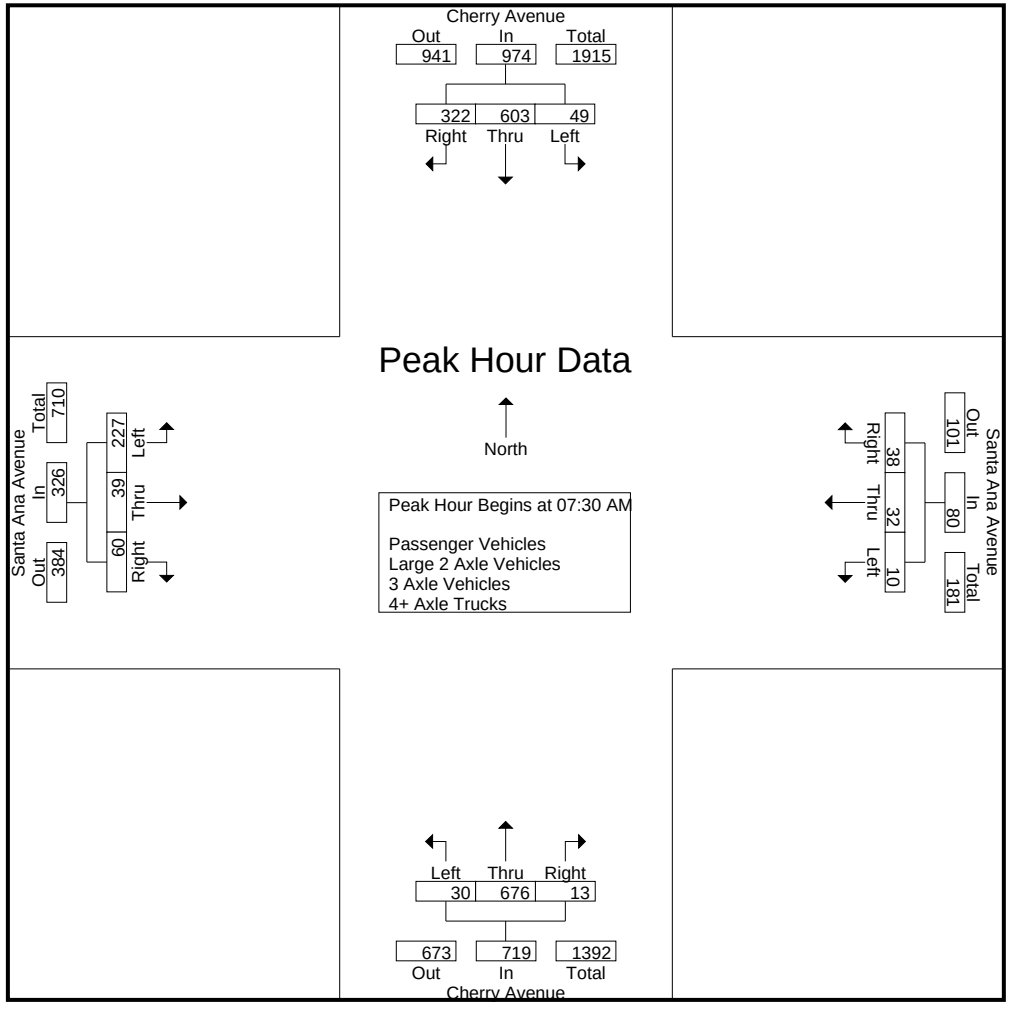
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	150	46	6	205	5	1	5	3	11	2	144	3	0	149	23	3	2	1	28	10	393	403
07:15 AM	15	136	54	3	205	3	6	6	4	15	1	163	2	0	166	30	4	1	0	35	7	421	428
07:30 AM	13	154	62	14	229	5	11	7	5	23	3	234	2	0	239	47	1	7	0	55	19	546	565
07:45 AM	13	153	70	17	236	3	7	13	11	23	6	156	5	1	167	39	8	7	1	54	30	480	510
Total	50	593	232	40	875	16	25	31	23	72	12	697	12	1	721	139	16	17	2	172	66	1840	1906
08:00 AM	12	161	85	16	258	2	5	10	10	17	12	149	2	0	163	60	17	10	2	87	28	525	553
08:15 AM	11	135	105	28	251	0	9	8	8	17	9	137	4	0	150	81	13	36	11	130	47	548	595
08:30 AM	13	118	51	9	182	0	5	11	8	16	1	134	3	2	138	70	12	21	6	103	25	439	464
08:45 AM	18	75	32	6	125	4	3	7	5	14	4	135	3	0	142	20	3	5	2	28	13	309	322
Total	54	489	273	59	816	6	22	36	31	64	26	555	12	2	593	231	45	72	21	348	113	1821	1934
Grand Total	104	1082	505	99	1691	22	47	67	54	136	38	1252	24	3	1314	370	61	89	23	520	179	3661	3840
Apprch %	6.2	64	29.9			16.2	34.6	49.3			2.9	95.3	1.8			71.2	11.7	17.1					
Total %	2.8	29.6	13.8		46.2	0.6	1.3	1.8		3.7	1	34.2	0.7		35.9	10.1	1.7	2.4		14.2	4.7	95.3	
Passenger Vehicles	68	998	432		1582	11	36	43		127	32	1151	16		1200	318	51	83		474	0	0	3383
% Passenger Vehicles	65.4	92.2	85.5	84.8	88.4	50	76.6	64.2	68.5	66.8	84.2	91.9	66.7	33.3	91.1	85.9	83.6	93.3	95.7	87.3	0	0	88.1
Large 2 Axle Vehicles	8	40	24		76	9	2	5		21	4	44	1		50	17	4	4		26	0	0	173
% Large 2 Axle Vehicles	7.7	3.7	4.8	4	4.2	40.9	4.3	7.5	9.3	11.1	10.5	3.5	4.2	33.3	3.8	4.6	6.6	4.5	4.3	4.8	0	0	4.5
3 Axle Vehicles	4	9	15		29	0	3	4		9	1	14	1		16	12	4	0		16	0	0	70
% 3 Axle Vehicles	3.8	0.8	3	1	1.6	0	6.4	6	3.7	4.7	2.6	1.1	4.2	0	1.2	3.2	6.6	0	0	2.9	0	0	1.8
4+ Axle Trucks	24	35	34		103	2	6	15		33	1	43	6		51	23	2	2		27	0	0	214
% 4+ Axle Trucks	23.1	3.2	6.7	10.1	5.8	9.1	12.8	22.4	18.5	17.4	2.6	3.4	25	33.3	3.9	6.2	3.3	2.2	0	5	0	0	5.6

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**13**	154	62	229	**5**	**11**	7	**23**	3	**234**	2	**239**	47	1	7	55	546
07:45 AM	13	153	70	236	3	7	**13**	23	6	156	**5**	167	39	8	7	54	480
08:00 AM	12	**161**	85	**258**	2	5	10	17	**12**	149	2	163	60	**17**	10	87	525
08:15 AM	11	135	**105**	251	0	9	8	17	9	137	4	150	**81**	13	**36**	**130**	**548**
Total Volume	49	603	322	974	10	32	38	80	30	676	13	719	227	39	60	326	2099
% App. Total	5	61.9	33.1		12.5	40	47.5		4.2	94	1.8		69.6	12	18.4		
PHF	.942	.936	.767	.944	.500	.727	.731	.870	.625	.722	.650	.752	.701	.574	.417	.627	.958

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
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File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:15 AM				07:45 AM				
+0 mins.	**13**	154	62	229	**5**	**11**	7	**23**	1	163	2	166	39	8	7	54	
+15 mins.	13	153	70	236	3	7	**13**	23	3	**234**	2	**239**	60	**17**	10	87	
+30 mins.	12	**161**	85	**258**	2	5	10	17	6	156	**5**	167	**81**	13	**36**	**130**	
+45 mins.	11	135	**105**	251	0	9	8	17	**12**	149	2	163	70	12	21	103	
Total Volume	49	603	322	974	10	32	38	80	22	702	11	735	250	50	74	374	
% App. Total	5	61.9	33.1		12.5	40	47.5		3	95.5	1.5		66.8	13.4	19.8		
PHF	.942	.936	.767	.944	.500	.727	.731	.870	.458	.750	.550	.769	.772	.735	.514	.719	

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Site Code : 221069
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Groups Printed- Passenger Vehicles

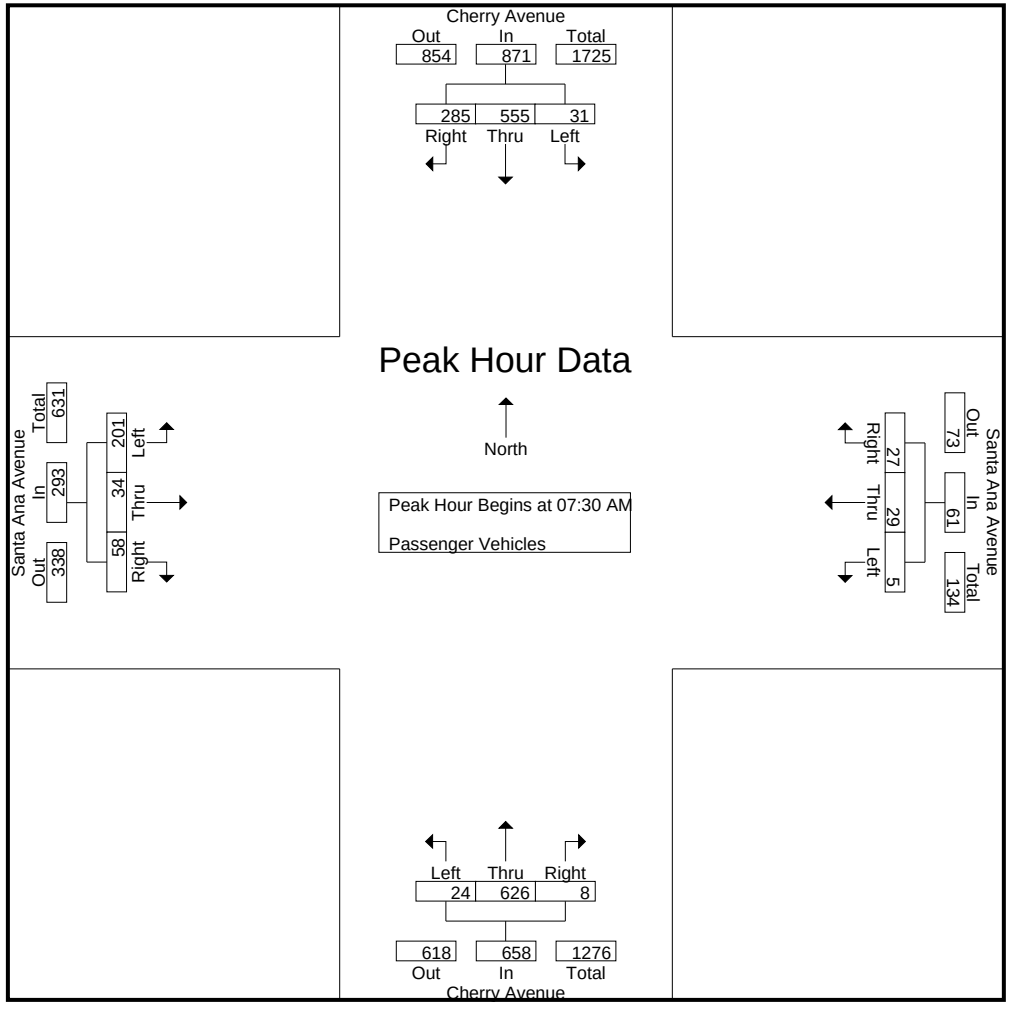
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	138	36	4	183	2	0	4	2	6	2	133	3	0	138	17	1	1	1	19	7	346	353
07:15 AM	8	127	48	2	183	1	5	3	3	9	1	151	2	0	154	21	4	1	0	26	5	372	377
07:30 AM	9	145	56	13	210	1	11	6	5	18	3	223	1	0	227	40	1	5	0	46	18	501	519
07:45 AM	10	140	62	13	212	2	7	8	7	17	3	138	4	1	145	37	6	7	1	50	22	424	446
Total	36	550	202	32	788	6	23	21	17	50	9	645	10	1	664	115	12	14	2	141	52	1643	1695
08:00 AM	8	144	74	14	226	2	4	7	7	13	9	134	1	0	144	52	16	10	2	78	23	461	484
08:15 AM	4	126	93	25	223	0	7	6	6	13	9	131	2	0	142	72	11	36	11	119	42	497	539
08:30 AM	7	108	41	7	156	0	2	5	3	7	1	124	1	0	126	65	12	19	5	96	15	385	400
08:45 AM	13	70	22	6	105	3	0	4	4	7	4	117	2	0	123	14	0	4	2	18	12	253	265
Total	32	448	230	52	710	5	13	22	20	40	23	506	6	0	535	203	39	69	20	311	92	1596	1688
Grand Total	68	998	432	84	1498	11	36	43	37	90	32	1151	16	1	1199	318	51	83	22	452	144	3239	3383
Apprch %	4.5	66.6	28.8			12.2	40	47.8			2.7	96	1.3			70.4	11.3	18.4					
Total %	2.1	30.8	13.3		46.2	0.3	1.1	1.3		2.8	1	35.5	0.5		37	9.8	1.6	2.6		14	4.3	95.7	

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	**145**	56	210	1	**11**	6	**18**	3	**223**	1	**227**	40	1	5	46	**501**
07:45 AM	**10**	140	62	212	**2**	7	**8**	17	3	138	**4**	145	37	6	7	50	424
08:00 AM	8	144	74	**226**	2	4	7	13	**9**	134	1	144	52	**16**	10	78	461
08:15 AM	4	126	**93**	223	0	7	6	13	9	131	2	142	**72**	11	**36**	**119**	497
Total Volume	31	555	285	871	5	29	27	61	24	626	8	658	201	34	58	293	1883
% App. Total	3.6	63.7	32.7		8.2	47.5	44.3		3.6	95.1	1.2		68.6	11.6	19.8		
PHF	.775	.957	.766	.963	.625	.659	.844	.847	.667	.702	.500	.725	.698	.531	.403	.616	.940

Counts Unlimited, Inc.
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(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	9	**145**	56	210	1	**11**	6	**18**	3	**223**	1	**227**	40	1	5	46	
+15 mins.	**10**	140	62	212	**2**	7	**8**	17	3	138	**4**	145	37	6	7	50	
+30 mins.	8	144	74	**226**	2	4	7	13	**9**	134	1	144	52	**16**	10	78	
+45 mins.	4	126	**93**	223	0	7	6	13	9	131	2	142	**72**	11	**36**	**119**	
Total Volume	31	555	285	871	5	29	27	61	24	626	8	658	201	34	58	293	
% App. Total	3.6	63.7	32.7		8.2	47.5	44.3		3.6	95.1	1.2		68.6	11.6	19.8		
PHF	.775	.957	.766	.963	.625	.659	.844	.847	.667	.702	.500	.725	.698	.531	.403	.616	

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

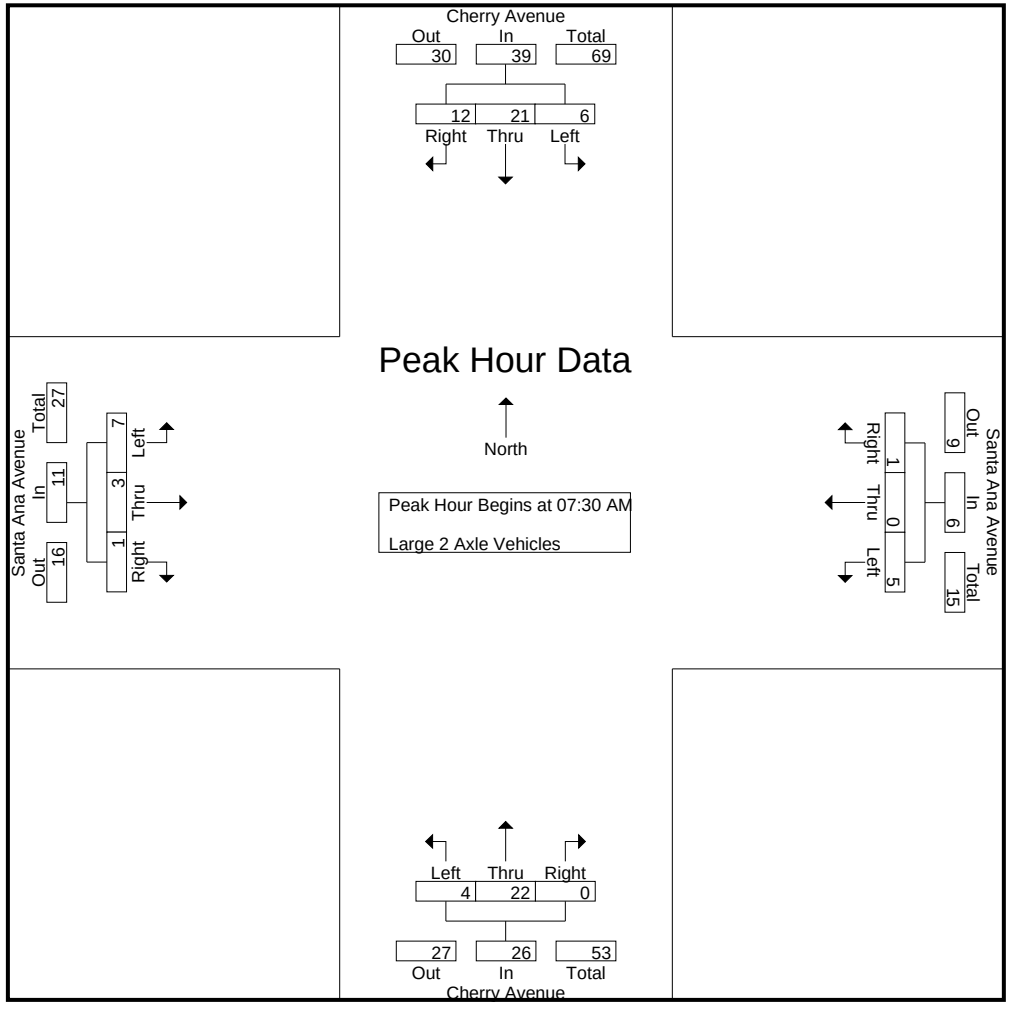
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	6	2	1	8	2	0	0	0	2	0	7	0	0	7	5	0	0	0	5	1	22	23
07:15 AM	2	3	2	0	7	2	0	0	0	2	0	6	0	0	6	2	0	0	0	2	0	17	17
07:30 AM	1	5	3	0	9	4	0	0	0	4	0	4	0	0	4	2	0	1	0	3	0	20	20
07:45 AM	0	6	2	0	8	1	0	1	1	2	2	7	0	0	9	0	2	0	0	2	1	21	22
Total	3	20	9	1	32	9	0	1	1	10	2	24	0	0	26	9	2	1	0	12	2	80	82
08:00 AM	2	6	4	1	12	0	0	0	0	0	2	9	0	0	11	1	1	0	0	2	1	25	26
08:15 AM	3	4	3	1	10	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	1	16	17
08:30 AM	0	8	4	1	12	0	0	4	4	4	0	2	1	1	3	0	0	2	1	2	7	21	28
08:45 AM	0	2	4	0	6	0	2	0	0	2	0	7	0	0	7	3	1	1	0	5	0	20	20
Total	5	20	15	3	40	0	2	4	4	6	2	20	1	1	23	8	2	3	1	13	9	82	91
Grand Total	8	40	24	4	72	9	2	5	5	16	4	44	1	1	49	17	4	4	1	25	11	162	173
Apprch %	11.1	55.6	33.3			56.2	12.5	31.2			8.2	89.8	2			68	16	16					
Total %	4.9	24.7	14.8		44.4	5.6	1.2	3.1		9.9	2.5	27.2	0.6		30.2	10.5	2.5	2.5		15.4	6.4	93.6	

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	5	3	9	**4**	0	0	**4**	0	4	0	4	2	0	**1**	3	20
07:45 AM	0	**6**	2	8	1	0	**1**	2	**2**	7	0	9	0	**2**	0	2	21
08:00 AM	2	6	**4**	**12**	0	0	0	0	2	**9**	0	**11**	1	1	0	2	**25**
08:15 AM	**3**	4	3	10	0	0	0	0	0	2	0	2	**4**	0	0	**4**	16
Total Volume	6	21	12	39	5	0	1	6	4	22	0	26	7	3	1	11	82
% App. Total	15.4	53.8	30.8		83.3	0	16.7		15.4	84.6	0		63.6	27.3	9.1		
PHF	.500	.875	.750	.813	.313	.000	.250	.375	.500	.611	.000	.591	.438	.375	.250	.688	.820

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	5	3	9	**4**	0	0	**4**	0	4	0	4	2	0	**1**	3	
+15 mins.	0	**6**	2	8	1	0	**1**	2	**2**	7	0	9	0	**2**	0	2	
+30 mins.	2	6	**4**	**12**	0	0	0	0	2	**9**	0	**11**	1	1	0	2	
+45 mins.	**3**	4	3	10	0	0	0	0	0	2	0	2	**4**	0	0	**4**	
Total Volume	6	21	12	39	5	0	1	6	4	22	0	26	7	3	1	11	
% App. Total	15.4	53.8	30.8		83.3	0	16.7		15.4	84.6	0		63.6	27.3	9.1		
PHF	.500	.875	.750	.813	.313	.000	.250	.375	.500	.611	.000	.591	.438	.375	.250	.688	

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

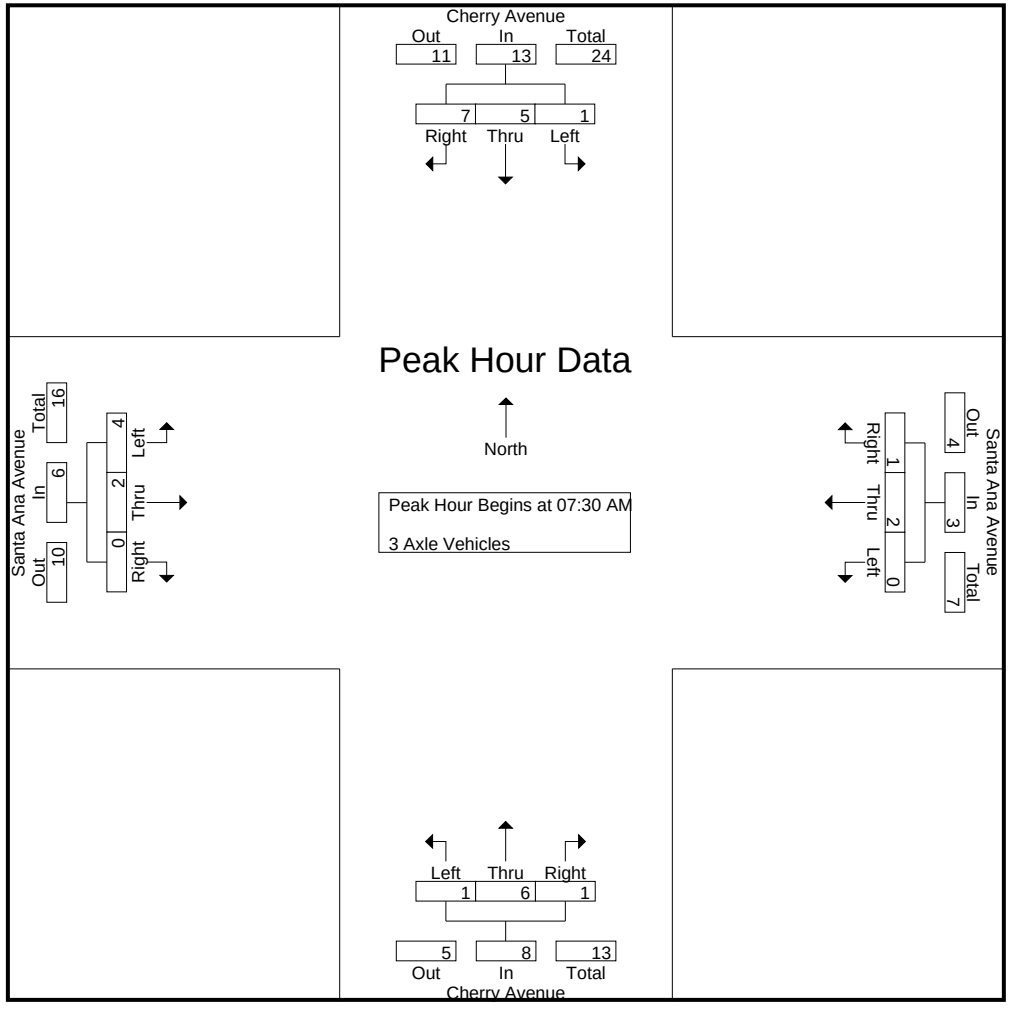
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	5	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	7
07:15 AM	1	1	0	0	2	0	0	2	1	2	0	2	0	0	2	2	0	0	0	2	1	8	9
07:30 AM	1	1	1	1	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	0	5	5
Total	2	3	6	1	11	0	0	2	1	2	1	6	1	0	8	2	1	0	0	3	2	24	26
08:00 AM	0	3	3	0	6	0	1	1	1	2	0	1	0	0	1	2	0	0	0	2	1	11	12
08:15 AM	0	1	3	0	4	0	1	0	0	1	0	1	0	0	1	2	2	0	0	4	0	10	10
08:30 AM	2	0	1	0	3	0	1	1	0	2	0	3	0	0	3	4	0	0	0	4	0	12	12
08:45 AM	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	2	1	0	0	3	0	10	10
Total	2	6	9	0	17	0	3	2	1	5	0	8	0	0	8	10	3	0	0	13	1	43	44
Grand Total	4	9	15	1	28	0	3	4	2	7	1	14	1	0	16	12	4	0	0	16	3	67	70
Apprch %	14.3	32.1	53.6			0	42.9	57.1			6.2	87.5	6.2			75	25	0					
Total %	6	13.4	22.4		41.8	0	4.5	6		10.4	1.5	20.9	1.5		23.9	17.9	6	0		23.9	4.3	95.7	

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	1	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	**1**	**3**	**1**	**5**	0	0	0	0	5
08:00 AM	0	**3**	**3**	**6**	0	**1**	**1**	**2**	0	1	0	1	**2**	0	0	2	**11**
08:15 AM	0	1	3	4	0	1	0	1	0	1	0	1	2	**2**	0	**4**	10
Total Volume	1	5	7	13	0	2	1	3	1	6	1	8	4	2	0	6	30
% App. Total	7.7	38.5	53.8		0	66.7	33.3		12.5	75	12.5		66.7	33.3	0		
PHF	.250	.417	.583	.542	.000	.500	.250	.375	.250	.500	.250	.400	.500	.250	.000	.375	.682

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(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	**1**	1	1	3	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	**1**	**3**	**1**	**5**	0	0	0	0	
+30 mins.	0	**3**	**3**	**6**	0	**1**	**1**	**2**	0	1	0	1	**2**	0	0	2	
+45 mins.	0	1	3	4	0	1	0	1	0	1	0	1	2	**2**	0	**4**	
Total Volume	1	5	7	13	0	2	1	3	1	6	1	8	4	2	0	6	
% App. Total	7.7	38.5	53.8		0	66.7	33.3		12.5	75	12.5		66.7	33.3	0		
PHF	.250	.417	.583	.542	.000	.500	.250	.375	.250	.500	.250	.400	.500	.250	.000	.375	

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

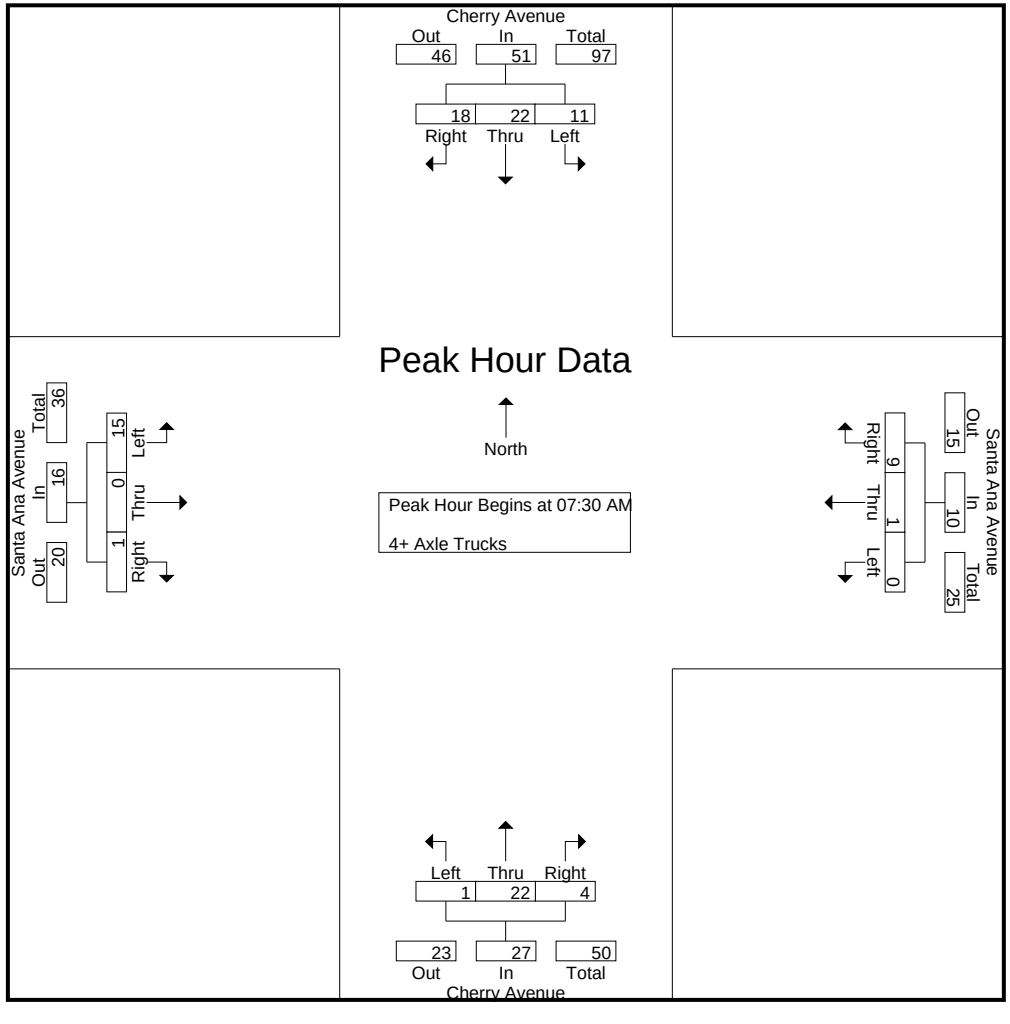
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	5	3	1	8	1	1	1	1	3	0	4	0	0	4	1	1	1	0	3	2	18	20
07:15 AM	4	5	4	1	13	0	1	1	0	2	0	4	0	0	4	5	0	0	0	5	1	24	25
07:30 AM	2	3	2	0	7	0	0	1	0	1	0	6	1	0	7	5	0	1	0	6	0	21	21
07:45 AM	3	7	6	4	16	0	0	4	3	4	0	8	0	0	8	2	0	0	0	2	7	30	37
Total	9	20	15	6	44	1	2	7	4	10	0	22	1	0	23	13	1	2	0	16	10	93	103
08:00 AM	2	8	4	1	14	0	0	2	2	2	1	5	1	0	7	5	0	0	0	5	3	28	31
08:15 AM	4	4	6	2	14	0	1	2	2	3	0	3	2	0	5	3	0	0	0	3	4	25	29
08:30 AM	4	2	5	1	11	0	2	1	1	3	0	5	1	1	6	1	0	0	0	1	3	21	24
08:45 AM	5	1	4	0	10	1	1	3	1	5	0	8	1	0	9	1	1	0	0	2	1	26	27
Total	15	15	19	4	49	1	4	8	6	13	1	21	5	1	27	10	1	0	0	11	11	100	111
Grand Total	24	35	34	10	93	2	6	15	10	23	1	43	6	1	50	23	2	2	0	27	21	193	214
Apprch %	25.8	37.6	36.6			8.7	26.1	65.2			2	86	12			85.2	7.4	7.4					
Total %	12.4	18.1	17.6		48.2	1	3.1	7.8		11.9	0.5	22.3	3.1		25.9	11.9	1	1		14	9.8	90.2	

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	3	2	7	0	0	1	1	0	6	1	7	**5**	0	**1**	**6**	21
07:45 AM	3	7	**6**	**16**	0	0	**4**	**4**	0	**8**	0	**8**	2	0	0	2	**30**
08:00 AM	2	**8**	4	14	0	0	2	2	**1**	5	1	7	5	0	0	5	28
08:15 AM	**4**	4	6	14	0	**1**	2	3	0	3	**2**	5	3	0	0	3	25
Total Volume	11	22	18	51	0	1	9	10	1	22	4	27	15	0	1	16	104
% App. Total	21.6	43.1	35.3		0	10	90		3.7	81.5	14.8		93.8	0	6.2		
PHF	.688	.688	.750	.797	.000	.250	.563	.625	.250	.688	.500	.844	.750	.000	.250	.667	.867

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA AM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	2	3	2	7	0	0	1	1	0	6	1	7	**5**	0	**1**	**6**	
+15 mins.	3	7	**6**	**16**	0	0	**4**	**4**	0	**8**	0	**8**	2	0	0	2	
+30 mins.	2	**8**	4	14	0	0	2	2	**1**	5	1	7	5	0	0	5	
+45 mins.	**4**	4	6	14	0	**1**	2	3	0	3	**2**	5	3	0	0	3	
Total Volume	11	22	18	51	0	1	9	10	1	22	4	27	15	0	1	16	
% App. Total	21.6	43.1	35.3		0	10	90		3.7	81.5	14.8		93.8	0	6.2		
PHF	.688	.688	.750	.797	.000	.250	.563	.625	.250	.688	.500	.844	.750	.000	.250	.667	

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

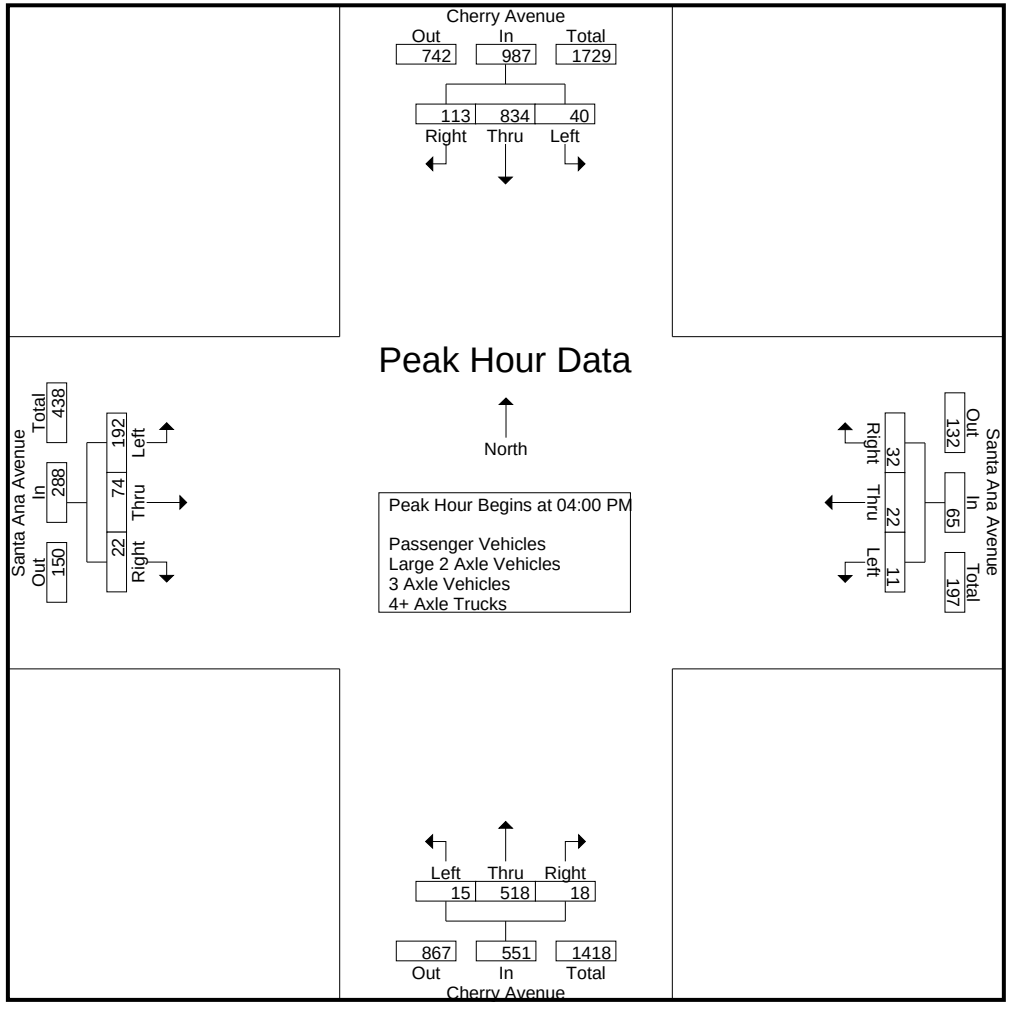
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	10	213	35	10	258	2	10	12	6	24	6	127	2	0	135	43	19	2	1	64	17	481	498
04:15 PM	8	214	33	4	255	2	6	4	3	12	5	117	6	0	128	41	19	8	2	68	9	463	472
04:30 PM	14	191	26	3	231	2	1	9	7	12	3	113	7	2	123	70	26	8	2	104	14	470	484
04:45 PM	8	216	19	1	243	5	5	7	4	17	1	161	3	1	165	38	10	4	2	52	8	477	485
Total	40	834	113	18	987	11	22	32	20	65	15	518	18	3	551	192	74	22	7	288	48	1891	1939
05:00 PM	9	211	25	5	245	7	5	8	6	20	1	131	2	0	134	49	14	4	1	67	12	466	478
05:15 PM	7	211	20	3	238	2	1	13	13	16	4	124	6	0	134	37	13	4	3	54	19	442	461
05:30 PM	10	183	14	1	207	0	0	5	5	5	1	104	3	1	108	29	5	2	1	36	8	356	364
05:45 PM	8	209	17	2	234	1	0	7	6	8	3	142	3	0	148	16	2	4	2	22	10	412	422
Total	34	814	76	11	924	10	6	33	30	49	9	501	14	1	524	131	34	14	7	179	49	1676	1725
Grand Total	74	1648	189	29	1911	21	28	65	50	114	24	1019	32	4	1075	323	108	36	14	467	97	3567	3664
Apprch %	3.9	86.2	9.9			18.4	24.6	57			2.2	94.8	3			69.2	23.1	7.7					
Total %	2.1	46.2	5.3		53.6	0.6	0.8	1.8		3.2	0.7	28.6	0.9		30.1	9.1	3	1		13.1	2.6	97.4	
Passenger Vehicles	52	1590	130		1794	19	22	54		139	20	959	21		1003	285	94	33		425	0	0	3361
% Passenger Vehicles	70.3	96.5	68.8	75.9	92.5	90.5	78.6	83.1	88	84.8	83.3	94.1	65.6	75	93	88.2	87	91.7	92.9	88.4	0	0	91.7
Large 2 Axle Vehicles	5	22	8		37	1	2	2		6	0	18	2		21	9	2	1		13	0	0	77
% Large 2 Axle Vehicles	6.8	1.3	4.2	6.9	1.9	4.8	7.1	3.1	2	3.7	0	1.8	6.2	25	1.9	2.8	1.9	2.8	7.1	2.7	0	0	2.1
3 Axle Vehicles	4	13	25		46	0	1	2		4	4	11	2		17	11	5	1		17	0	0	84
% 3 Axle Vehicles	5.4	0.8	13.2	13.8	2.4	0	3.6	3.1	2	2.4	16.7	1.1	6.2	0	1.6	3.4	4.6	2.8	0	3.5	0	0	2.3
4+ Axle Trucks	13	23	26		63	1	3	7		15	0	31	7		38	18	7	1		26	0	0	142
% 4+ Axle Trucks	17.6	1.4	13.8	3.4	3.2	4.8	10.7	10.8	8	9.1	0	3	21.9	0	3.5	5.6	6.5	2.8	0	5.4	0	0	3.9

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	10	213	**35**	**258**	2	**10**	**12**	**24**	**6**	127	2	135	43	19	2	64	**481**
04:15 PM	8	214	33	255	2	6	4	12	5	117	6	128	41	19	**8**	68	463
04:30 PM	**14**	191	26	231	2	1	9	12	3	113	**7**	123	**70**	**26**	8	**104**	470
04:45 PM	8	**216**	19	243	**5**	5	7	17	1	**161**	3	**165**	38	10	4	52	477
Total Volume	40	834	113	987	11	22	32	65	15	518	18	551	192	74	22	288	1891
% App. Total	4.1	84.5	11.4		16.9	33.8	49.2		2.7	94	3.3		66.7	25.7	7.6		
PHF	.714	.965	.807	.956	.550	.550	.667	.677	.625	.804	.643	.835	.686	.712	.688	.692	.983

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
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File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:30 PM				04:15 PM				
+0 mins.	10	213	**35**	**258**	2	**10**	**12**	**24**	3	113	**7**	123	41	19	**8**	68	
+15 mins.	8	214	33	255	2	6	4	12	1	**161**	3	**165**	**70**	**26**	8	**104**	
+30 mins.	**14**	191	26	231	2	1	9	12	1	131	2	134	38	10	4	52	
+45 mins.	8	**216**	19	243	**5**	5	7	17	**4**	124	6	134	49	14	4	67	
Total Volume	40	834	113	987	11	22	32	65	9	529	18	556	198	69	24	291	
% App. Total	4.1	84.5	11.4		16.9	33.8	49.2		1.6	95.1	3.2		68	23.7	8.2		
PHF	.714	.965	.807	.956	.550	.550	.667	.677	.563	.821	.643	.842	.707	.663	.750	.700	

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File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- Passenger Vehicles

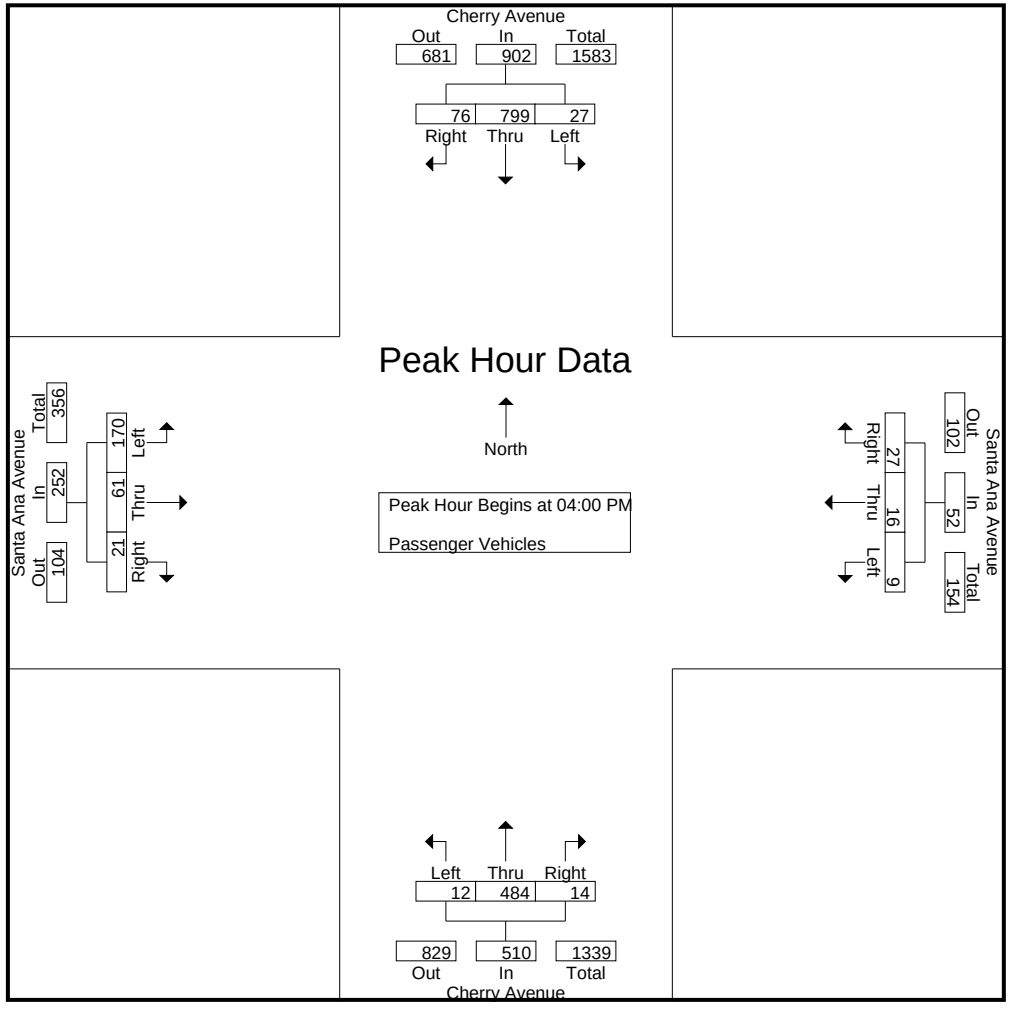
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	7	203	22	8	232	1	10	9	5	20	4	119	1	0	124	39	15	2	1	56	14	432	446
04:15 PM	6	204	21	2	231	2	3	3	3	8	5	108	4	0	117	35	15	7	2	57	7	413	420
04:30 PM	9	183	21	3	213	1	0	8	6	9	3	103	6	2	112	62	21	8	2	91	13	425	438
04:45 PM	5	209	12	1	226	5	3	7	4	15	0	154	3	1	157	34	10	4	2	48	8	446	454
Total	27	799	76	14	902	9	16	27	18	52	12	484	14	3	510	170	61	21	7	252	42	1716	1758
05:00 PM	7	201	15	3	223	7	5	7	6	19	1	127	0	0	128	39	14	4	1	57	10	427	437
05:15 PM	6	204	15	3	225	2	1	11	11	14	4	115	4	0	123	34	12	3	2	49	16	411	427
05:30 PM	7	181	11	1	199	0	0	5	5	5	1	99	1	0	101	28	5	1	1	34	7	339	346
05:45 PM	5	205	13	1	223	1	0	4	4	5	2	134	2	0	138	14	2	4	2	20	7	386	393
Total	25	791	54	8	870	10	6	27	26	43	8	475	7	0	490	115	33	12	6	160	40	1563	1603
Grand Total	52	1590	130	22	1772	19	22	54	44	95	20	959	21	3	1000	285	94	33	13	412	82	3279	3361
Apprch %	2.9	89.7	7.3			20	23.2	56.8			2	95.9	2.1			69.2	22.8	8					
Total %	1.6	48.5	4		54	0.6	0.7	1.6		2.9	0.6	29.2	0.6		30.5	8.7	2.9	1		12.6	2.4	97.6	

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	7	203	**22**	**232**	1	**10**	**9**	**20**	4	119	1	124	39	15	2	56	432
04:15 PM	6	204	21	231	2	3	3	8	**5**	108	4	117	35	15	7	57	413
04:30 PM	**9**	183	21	213	1	0	8	9	3	103	**6**	112	**62**	**21**	**8**	**91**	425
04:45 PM	5	**209**	12	226	**5**	3	7	15	0	**154**	3	**157**	34	10	4	48	**446**
Total Volume	27	799	76	902	9	16	27	52	12	484	14	510	170	61	21	252	1716
% App. Total	3	88.6	8.4		17.3	30.8	51.9		2.4	94.9	2.7		67.5	24.2	8.3		
PHF	.750	.956	.864	.972	.450	.400	.750	.650	.600	.786	.583	.812	.685	.726	.656	.692	.962

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
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File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	7	203	**22**	**232**	1	**10**	**9**	**20**	4	119	1	124	39	15	2	56	
+15 mins.	6	204	21	231	2	3	3	8	**5**	108	4	117	35	15	7	57	
+30 mins.	**9**	183	21	213	1	0	8	9	3	103	**6**	112	**62**	**21**	**8**	**91**	
+45 mins.	5	**209**	12	226	**5**	3	7	15	0	**154**	3	**157**	34	10	4	48	
Total Volume	27	799	76	902	9	16	27	52	12	484	14	510	170	61	21	252	
% App. Total	3	88.6	8.4		17.3	30.8	51.9		2.4	94.9	2.7		67.5	24.2	8.3		
PHF	.750	.956	.864	.972	.450	.400	.750	.650	.600	.786	.583	.812	.685	.726	.656	.692	

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City of Fontana
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File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- Large 2 Axle Vehicles

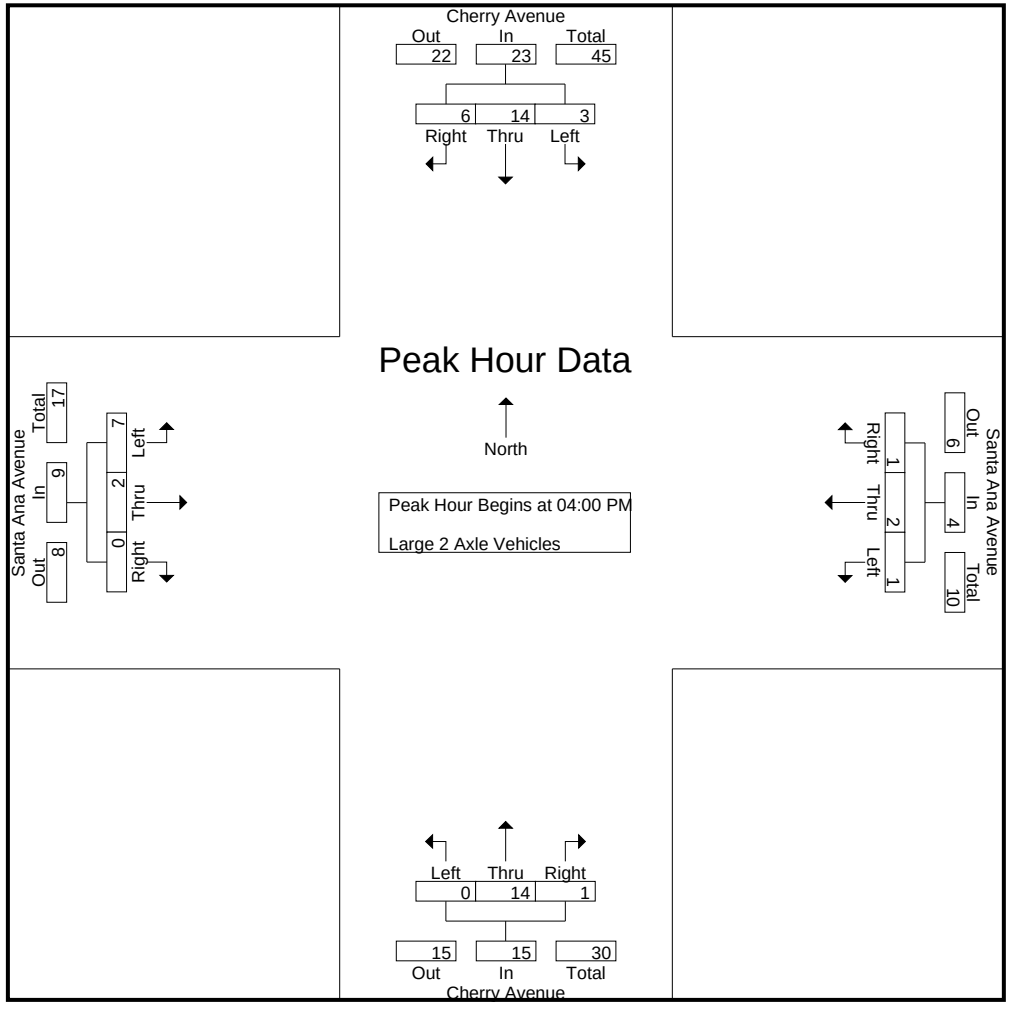
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	4	1	0	6	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	11	11
04:15 PM	0	5	4	2	9	0	1	0	0	1	0	4	0	0	4	2	0	0	0	2	2	16	18
04:30 PM	2	3	1	0	6	1	0	1	1	2	0	5	0	0	5	2	2	0	0	4	1	17	18
04:45 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	0	7	7
Total	3	14	6	2	23	1	2	1	1	4	0	14	1	0	15	7	2	0	0	9	3	51	54
05:00 PM	0	6	1	0	7	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	0	11	11
05:15 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	5	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	1	2	3
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	2	8	2	0	12	0	0	1	0	1	0	4	1	1	5	2	0	1	1	3	2	21	23
Grand Total	5	22	8	2	35	1	2	2	1	5	0	18	2	1	20	9	2	1	1	12	5	72	77
Apprch %	14.3	62.9	22.9			20	40	40			0	90	10			75	16.7	8.3					
Total %	6.9	30.6	11.1		48.6	1.4	2.8	2.8		6.9	0	25	2.8		27.8	12.5	2.8	1.4		16.7	6.5	93.5	

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	4	1	6	0	0	0	0	0	3	**1**	4	1	0	0	1	11
04:15 PM	0	**5**	**4**	**9**	0	**1**	0	1	0	4	0	4	**2**	0	0	2	16
04:30 PM	**2**	3	1	6	**1**	0	**1**	**2**	0	**5**	0	**5**	2	**2**	0	**4**	**17**
04:45 PM	0	2	0	2	0	1	0	1	0	2	0	2	2	0	0	2	7
Total Volume	3	14	6	23	1	2	1	4	0	14	1	15	7	2	0	9	51
% App. Total	13	60.9	26.1		25	50	25		0	93.3	6.7		77.8	22.2	0		
PHF	.375	.700	.375	.639	.250	.500	.250	.500	.000	.700	.250	.750	.875	.250	.000	.563	.750

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
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File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	1	4	1	6	0	0	0	0	0	3	**1**	4	1	0	0	1	
+15 mins.	0	**5**	**4**	**9**	0	**1**	0	1	0	4	0	4	**2**	0	0	2	
+30 mins.	**2**	3	1	6	**1**	0	**1**	**2**	0	**5**	0	**5**	2	**2**	0	**4**	
+45 mins.	0	2	0	2	0	1	0	1	0	2	0	2	2	0	0	2	
Total Volume	3	14	6	23	1	2	1	4	0	14	1	15	7	2	0	9	
% App. Total	13	60.9	26.1		25	50	25		0	93.3	6.7		77.8	22.2	0		
PHF	.375	.700	.375	.639	.250	.500	.250	.500	.000	.700	.250	.750	.875	.250	.000	.563	

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City of Fontana
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E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- 3 Axle Vehicles

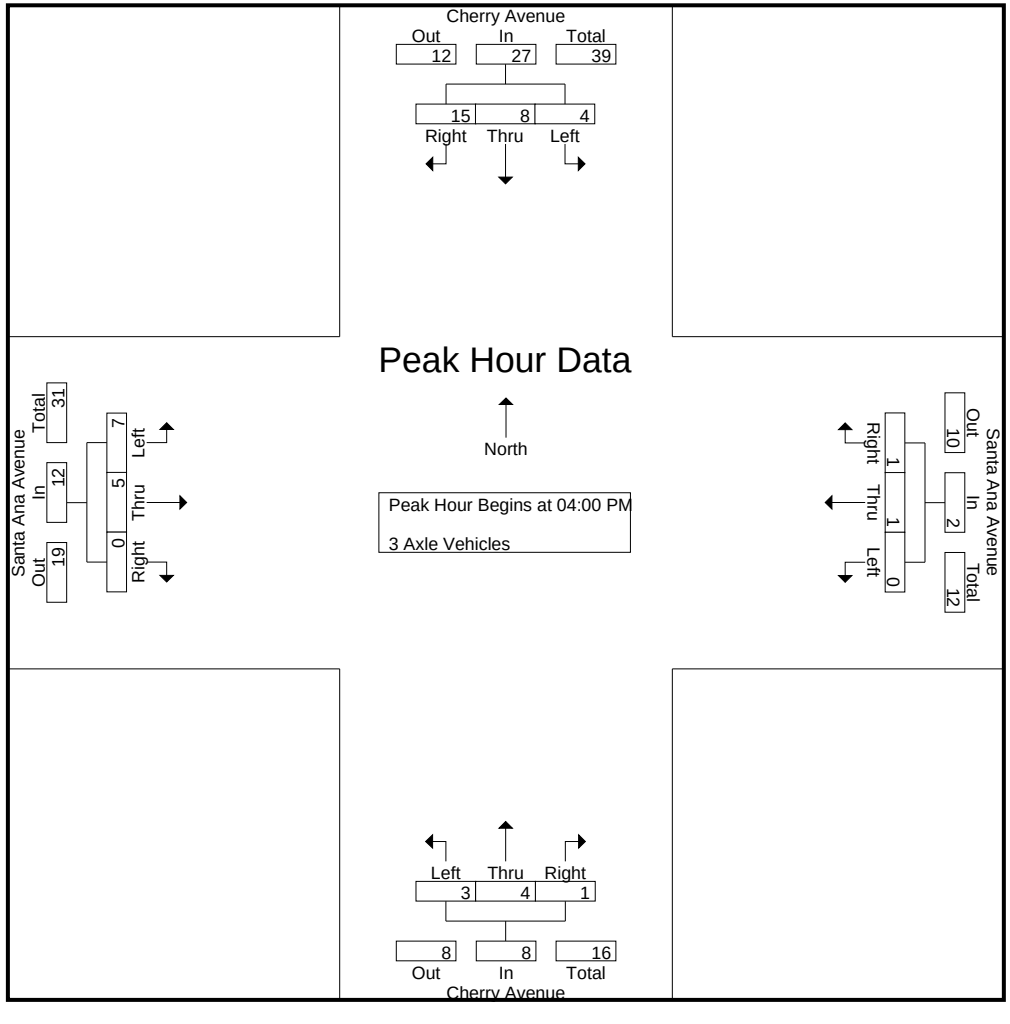
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	9	2	10	0	0	0	0	0	2	3	0	0	5	2	2	0	0	4	2	19	21
04:15 PM	1	2	2	0	5	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	0	9	9
04:30 PM	1	3	2	0	6	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	10	10
04:45 PM	2	2	2	0	6	0	1	0	0	1	1	1	0	0	2	2	0	0	0	2	0	11	11
Total	4	8	15	2	27	0	1	1	0	2	3	4	1	0	8	7	5	0	0	12	2	49	51
05:00 PM	0	3	3	1	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	7	8
05:15 PM	0	2	2	0	4	0	0	1	1	1	0	2	0	0	2	2	0	0	0	2	1	9	10
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	5	5
05:45 PM	0	0	4	1	4	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	1	9	10
Total	0	5	10	2	15	0	0	1	1	1	1	7	1	0	9	4	0	1	0	5	3	30	33
Grand Total	4	13	25	4	42	0	1	2	1	3	4	11	2	0	17	11	5	1	0	17	5	79	84
Apprch %	9.5	31	59.5			0	33.3	66.7			23.5	64.7	11.8			64.7	29.4	5.9					
Total %	5.1	16.5	31.6		53.2	0	1.3	2.5		3.8	5.1	13.9	2.5		21.5	13.9	6.3	1.3		21.5	6	94	

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	**9**	**10**	0	0	0	0	**2**	**3**	0	**5**	2	**2**	0	**4**	**19**
04:15 PM	1	2	2	5	0	0	**1**	**1**	0	0	**1**	1	0	2	0	2	9
04:30 PM	1	**3**	2	6	0	0	0	0	0	0	0	0	**3**	1	0	4	10
04:45 PM	**2**	2	2	6	0	**1**	0	1	1	1	0	2	2	0	0	2	11
Total Volume	4	8	15	27	0	1	1	2	3	4	1	8	7	5	0	12	49
% App. Total	14.8	29.6	55.6		0	50	50		37.5	50	12.5		58.3	41.7	0		
PHF	.500	.667	.417	.675	.000	.250	.250	.500	.375	.333	.250	.400	.583	.625	.000	.750	.645

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	1	**9**	**10**	0	0	0	0	**2**	**3**	0	**5**	2	**2**	0	**4**	
+15 mins.	1	2	2	5	0	0	**1**	**1**	0	0	**1**	1	0	2	0	2	
+30 mins.	1	**3**	2	6	0	0	0	0	0	0	0	0	**3**	1	0	4	
+45 mins.	**2**	2	2	6	0	**1**	0	1	1	1	0	2	2	0	0	2	
Total Volume	4	8	15	27	0	1	1	2	3	4	1	8	7	5	0	12	
% App. Total	14.8	29.6	55.6		0	50	50		37.5	50	12.5		58.3	41.7	0		
PHF	.500	.667	.417	.675	.000	.250	.250	.500	.375	.333	.250	.400	.583	.625	.000	.750	

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City of Fontana
N/S: Cherry Avenue
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Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

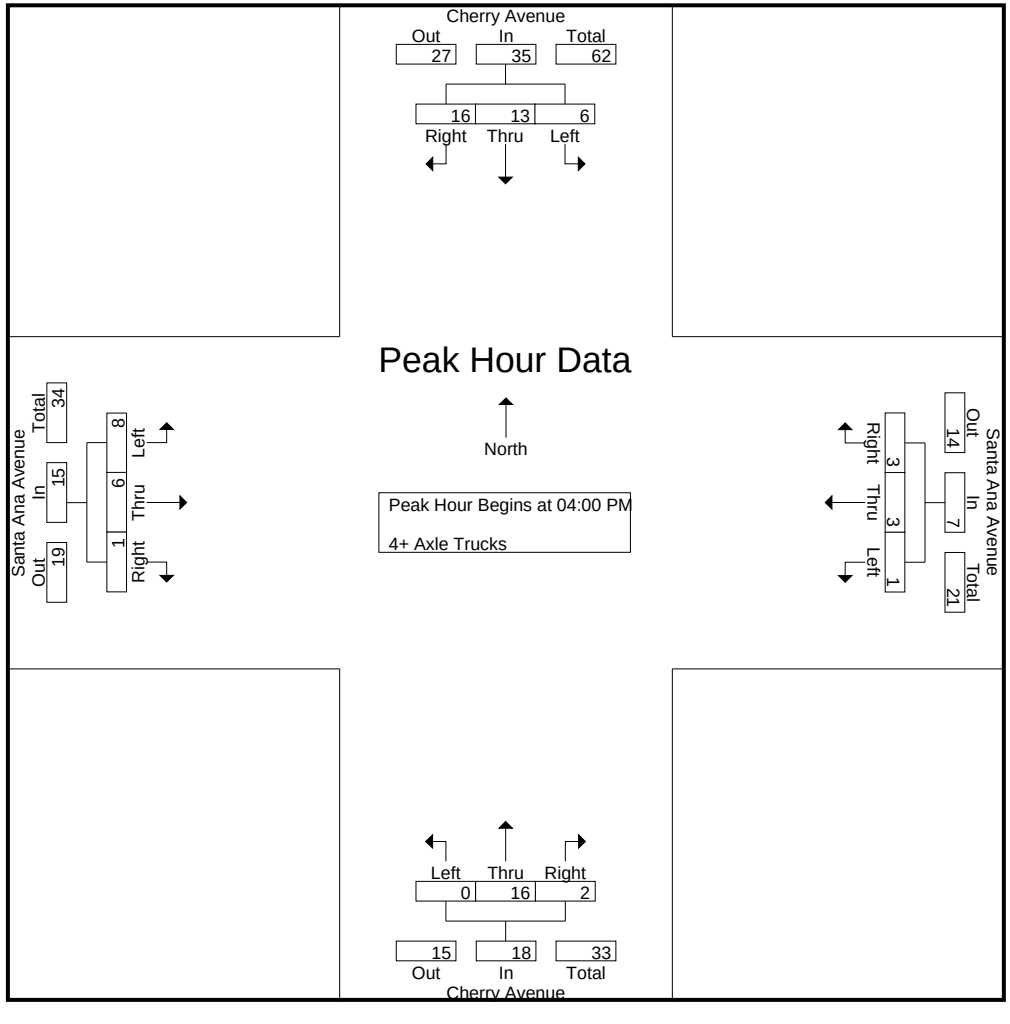
	Cherry Avenue Southbound					Santa Ana Avenue Westbound					Cherry Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	5	3	0	10	1	0	3	1	4	0	2	0	0	2	1	2	0	0	3	1	19	20
04:15 PM	1	3	6	0	10	0	2	0	0	2	0	5	1	0	6	4	2	1	0	7	0	25	25
04:30 PM	2	2	2	0	6	0	1	0	0	1	0	5	1	0	6	3	2	0	0	5	0	18	18
04:45 PM	1	3	5	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13	13
Total	6	13	16	0	35	1	3	3	1	7	0	16	2	0	18	8	6	1	0	15	1	75	76
05:00 PM	2	1	6	1	9	0	0	0	0	0	0	3	2	0	5	7	0	0	0	7	1	21	22
05:15 PM	0	3	2	0	5	0	0	1	1	1	0	7	2	0	9	1	1	0	0	2	1	17	18
05:30 PM	3	2	2	0	7	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	10	10
05:45 PM	2	4	0	0	6	0	0	3	2	3	0	3	1	0	4	1	0	0	0	1	2	14	16
Total	7	10	10	1	27	0	0	4	3	4	0	15	5	0	20	10	1	0	0	11	4	62	66
Grand Total	13	23	26	1	62	1	3	7	4	11	0	31	7	0	38	18	7	1	0	26	5	137	142
Apprch %	21	37.1	41.9			9.1	27.3	63.6			0	81.6	18.4			69.2	26.9	3.8				
Total %	9.5	16.8	19		45.3	0.7	2.2	5.1		8	0	22.6	5.1		27.7	13.1	5.1	0.7		19	3.5	96.5	

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	**5**	3	**10**	**1**	0	**3**	**4**	0	2	0	2	1	**2**	0	3	19
04:15 PM	1	3	**6**	10	0	**2**	0	2	0	**5**	**1**	**6**	**4**	2	**1**	**7**	**25**
04:30 PM	2	2	2	6	0	1	0	1	0	5	1	6	3	2	0	5	18
04:45 PM	1	3	5	9	0	0	0	0	0	4	0	4	0	0	0	0	13
Total Volume	6	13	16	35	1	3	3	7	0	16	2	18	8	6	1	15	75
% App. Total	17.1	37.1	45.7		14.3	42.9	42.9		0	88.9	11.1		53.3	40	6.7		
PHF	.750	.650	.667	.875	.250	.375	.250	.438	.000	.800	.500	.750	.500	.750	.250	.536	.750

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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022
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City of Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 04_FON_Cher_SA PM
Site Code : 221069
Start Date : 12/1/2022

	Cherry Avenue Southbound				Santa Ana Avenue Westbound				Cherry Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**2**	**5**	3	**10**	**1**	0	**3**	**4**	0	2	0	2	1	**2**	0	3	
+15 mins.	1	3	**6**	10	0	**2**	0	2	0	**5**	**1**	**6**	**4**	2	**1**	**7**	
+30 mins.	2	2	2	6	0	1	0	1	0	5	1	6	3	2	0	5	
+45 mins.	1	3	5	9	0	0	0	0	0	4	0	4	0	0	0	0	
Total Volume	6	13	16	35	1	3	3	7	0	16	2	18	8	6	1	15	
% App. Total	17.1	37.1	45.7		14.3	42.9	42.9		0	88.9	11.1		53.3	40	6.7		
PHF	.750	.650	.667	.875	.250	.375	.250	.438	.000	.800	.500	.750	.500	.750	.250	.536	

Location: Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Cherry Avenue	East Leg Santa Ana Avenue	South Leg Cherry Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Cherry Avenue	East Leg Santa Ana Avenue	South Leg Cherry Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	1	1	0	2

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Location: Fontana
N/S: Cherry Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Cherry Avenue			Westbound Santa Ana Avenue			Northbound Cherry Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	3	0	0	5

	Southbound Cherry Avenue			Westbound Santa Ana Avenue			Northbound Cherry Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

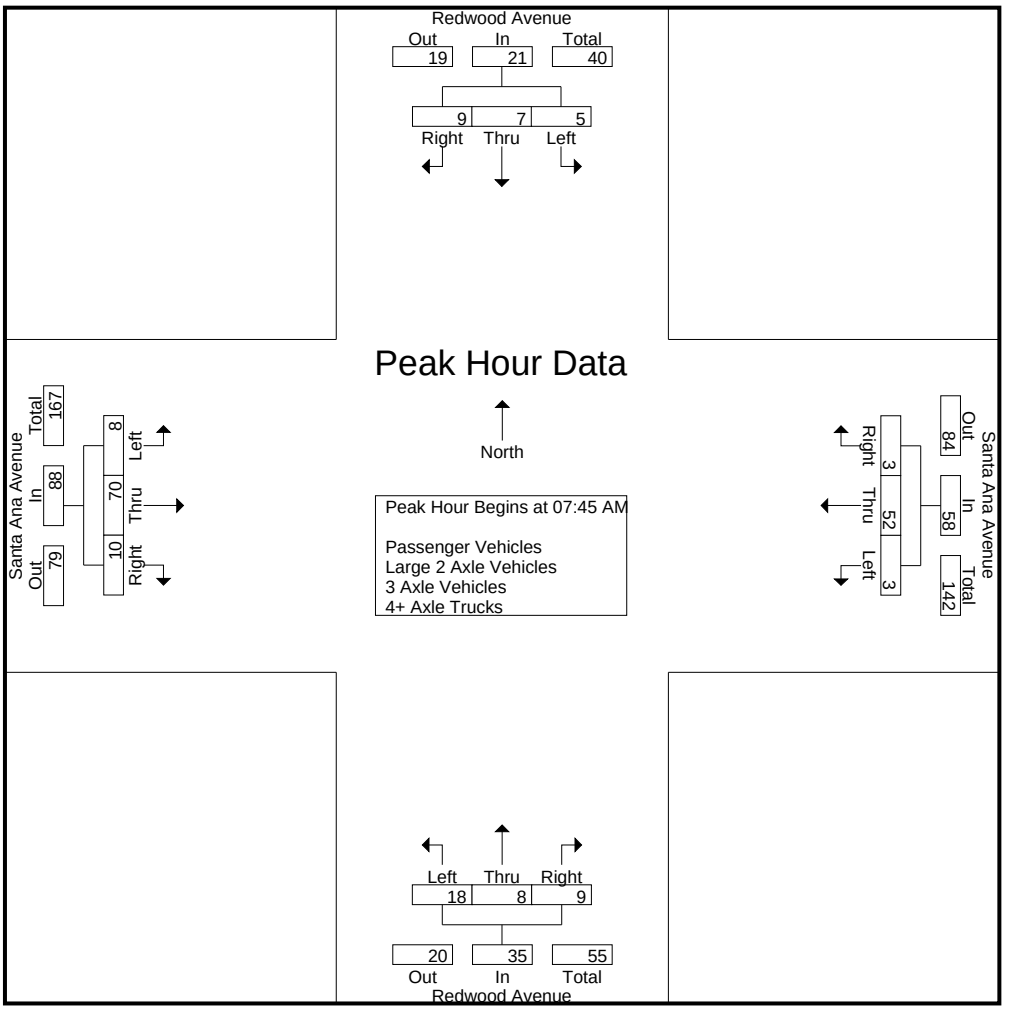
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	8	0	8	4	3	1	8	3	9	3	15	32
07:15 AM	0	2	2	4	1	5	1	7	2	3	1	6	0	4	7	11	28
07:30 AM	2	2	5	9	0	13	1	14	3	2	4	9	1	7	4	12	44
07:45 AM	1	1	5	7	1	19	0	20	5	1	2	8	4	8	3	15	50
Total	3	6	12	21	2	45	2	49	14	9	8	31	8	28	17	53	154
08:00 AM	1	3	1	5	1	11	1	13	3	2	1	6	3	23	1	27	51
08:15 AM	1	1	0	2	0	12	1	13	5	3	4	12	0	22	3	25	52
08:30 AM	2	2	3	7	1	10	1	12	5	2	2	9	1	17	3	21	49
08:45 AM	2	1	1	4	0	8	1	9	2	1	1	4	0	12	5	17	34
Total	6	7	5	18	2	41	4	47	15	8	8	31	4	74	12	90	186
Grand Total	9	13	17	39	4	86	6	96	29	17	16	62	12	102	29	143	340
Apprch %	23.1	33.3	43.6		4.2	89.6	6.2		46.8	27.4	25.8		8.4	71.3	20.3		
Total %	2.6	3.8	5	11.5	1.2	25.3	1.8	28.2	8.5	5	4.7	18.2	3.5	30	8.5	42.1	
Passenger Vehicles	6	11	15	32	4	64	4	72	13	9	13	35	11	73	20	104	243
% Passenger Vehicles	66.7	84.6	88.2	82.1	100	74.4	66.7	75	44.8	52.9	81.2	56.5	91.7	71.6	69	72.7	71.5
Large 2 Axle Vehicles	2	1	0	3	0	4	1	5	3	4	1	8	0	8	2	10	26
% Large 2 Axle Vehicles	22.2	7.7	0	7.7	0	4.7	16.7	5.2	10.3	23.5	6.2	12.9	0	7.8	6.9	7	7.6
3 Axle Vehicles	1	1	1	3	0	2	0	2	6	2	2	10	0	7	2	9	24
% 3 Axle Vehicles	11.1	7.7	5.9	7.7	0	2.3	0	2.1	20.7	11.8	12.5	16.1	0	6.9	6.9	6.3	7.1
4+ Axle Trucks	0	0	1	1	0	16	1	17	7	2	0	9	1	14	5	20	47
% 4+ Axle Trucks	0	0	5.9	2.6	0	18.6	16.7	17.7	24.1	11.8	0	14.5	8.3	13.7	17.2	14	13.8

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	1	**5**	**7**	**1**	**19**	0	**20**	**5**	1	2	8	**4**	8	**3**	15	50
08:00 AM	1	**3**	1	5	1	11	**1**	13	3	2	1	6	3	**23**	1	**27**	51
08:15 AM	1	1	0	2	0	12	1	13	5	**3**	**4**	**12**	0	22	3	25	**52**
08:30 AM	**2**	2	3	7	1	10	1	12	5	2	2	9	1	17	3	21	49
Total Volume	5	7	9	21	3	52	3	58	18	8	9	35	8	70	10	88	202
% App. Total	23.8	33.3	42.9		5.2	89.7	5.2		51.4	22.9	25.7		9.1	79.5	11.4		
PHF	.625	.583	.450	.750	.750	.684	.750	.725	.900	.667	.563	.729	.500	.761	.833	.815	.971

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City of Fontana
N/S: Redwood Avenue
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File Name : 05_FON_Red_SA AM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	0	2	2	4	0	13	**1**	14	3	2	**4**	9	**3**	**23**	1	**27**
+15 mins.	**2**	2	**5**	**9**	**1**	**19**	0	**20**	**5**	1	2	8	0	22	3	25
+30 mins.	1	1	5	7	1	11	1	13	3	2	1	6	1	17	3	21
+45 mins.	1	**3**	1	5	0	12	1	13	5	**3**	4	**12**	0	12	**5**	17
Total Volume	4	8	13	25	2	55	3	60	16	8	11	35	4	74	12	90
% App. Total	16	32	52		3.3	91.7	5		45.7	22.9	31.4		4.4	82.2	13.3	
PHF	.500	.667	.650	.694	.500	.724	.750	.750	.800	.667	.688	.729	.333	.804	.600	.833

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

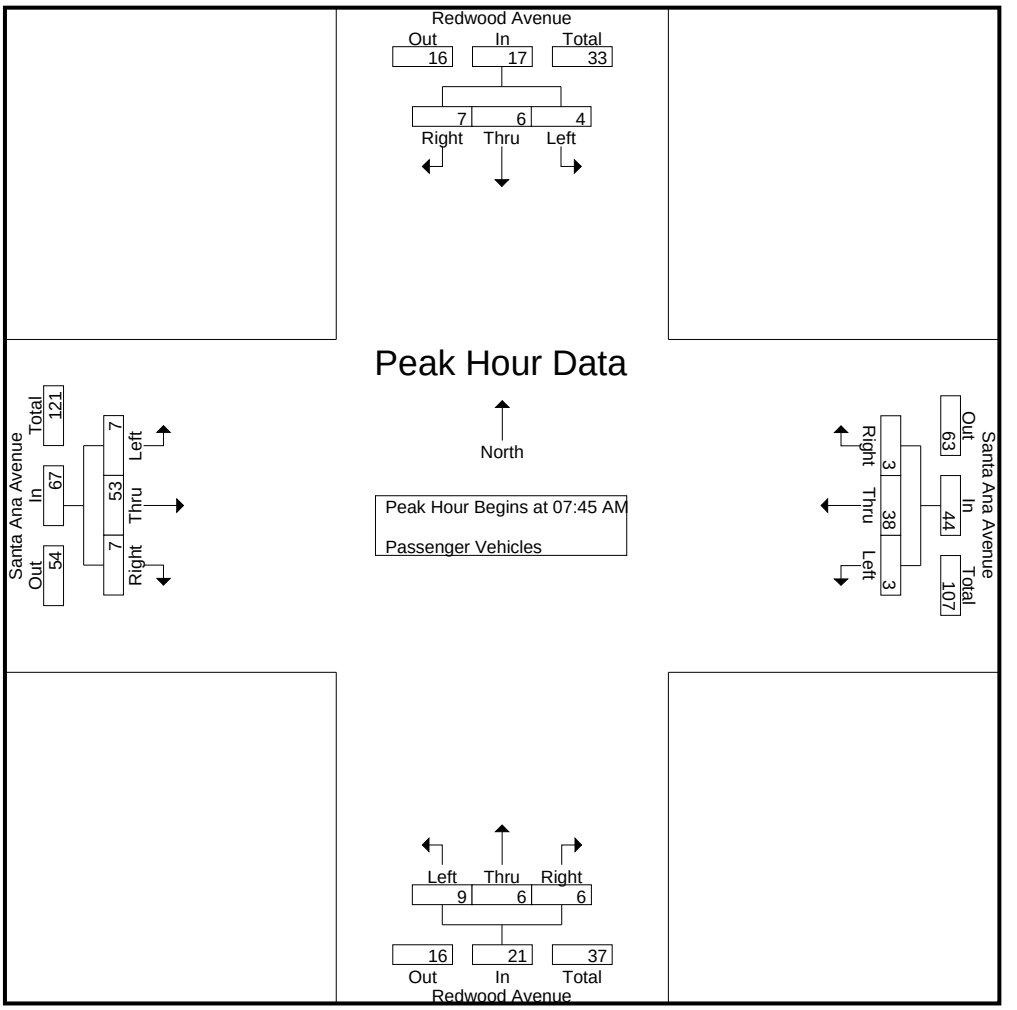
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	7	0	7	2	1	1	4	3	7	3	13	25
07:15 AM	0	2	2	4	1	3	0	4	1	2	1	4	0	3	4	7	19
07:30 AM	1	1	5	7	0	12	1	13	1	0	4	5	1	2	3	6	31
07:45 AM	1	1	5	7	1	17	0	18	2	1	2	5	4	6	3	13	43
Total	2	5	12	19	2	39	1	42	6	4	8	18	8	18	13	39	118
08:00 AM	0	3	1	4	1	8	1	10	2	2	1	5	3	17	1	21	40
08:15 AM	1	1	0	2	0	8	1	9	3	1	2	6	0	16	2	18	35
08:30 AM	2	1	1	4	1	5	1	7	2	2	1	5	0	14	1	15	31
08:45 AM	1	1	1	3	0	4	0	4	0	0	1	1	0	8	3	11	19
Total	4	6	3	13	2	25	3	30	7	5	5	17	3	55	7	65	125
Grand Total	6	11	15	32	4	64	4	72	13	9	13	35	11	73	20	104	243
Apprch %	18.8	34.4	46.9		5.6	88.9	5.6		37.1	25.7	37.1		10.6	70.2	19.2		
Total %	2.5	4.5	6.2	13.2	1.6	26.3	1.6	29.6	5.3	3.7	5.3	14.4	4.5	30	8.2	42.8	

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	1	**5**	**7**	**1**	**17**	0	**18**	2	1	**2**	5	**4**	6	**3**	13	**43**
08:00 AM	0	**3**	1	4	1	8	**1**	10	2	**2**	1	5	3	**17**	1	**21**	40
08:15 AM	1	1	0	2	0	8	1	9	**3**	1	2	**6**	0	16	2	18	35
08:30 AM	**2**	1	1	4	1	5	1	7	2	2	1	5	0	14	1	15	31
Total Volume	4	6	7	17	3	38	3	44	9	6	6	21	7	53	7	67	149
% App. Total	23.5	35.3	41.2		6.8	86.4	6.8		42.9	28.6	28.6		10.4	79.1	10.4		
PHF	.500	.500	.350	.607	.750	.559	.750	.611	.750	.750	.750	.875	.438	.779	.583	.798	.866

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City of Fontana
N/S: Redwood Avenue
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File Name : 05_FON_Red_SA AM
Site Code : 221069
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	1	1	**5**	**7**	**1**	**17**	0	**18**	2	1	**2**	5	**4**	6	**3**	13
+15 mins.	0	**3**	1	4	1	8	**1**	10	2	**2**	1	5	3	**17**	1	**21**
+30 mins.	1	1	0	2	0	8	1	9	**3**	1	2	**6**	0	16	2	18
+45 mins.	**2**	1	1	4	1	5	1	7	2	2	1	5	0	14	1	15
Total Volume	4	6	7	17	3	38	3	44	9	6	6	21	7	53	7	67
% App. Total	23.5	35.3	41.2		6.8	86.4	6.8		42.9	28.6	28.6		10.4	79.1	10.4	
PHF	.500	.500	.350	.607	.750	.559	.750	.611	.750	.750	.750	.875	.438	.779	.583	.798

Counts Unlimited, Inc.
PO Box 1178
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(951)268-6268

City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

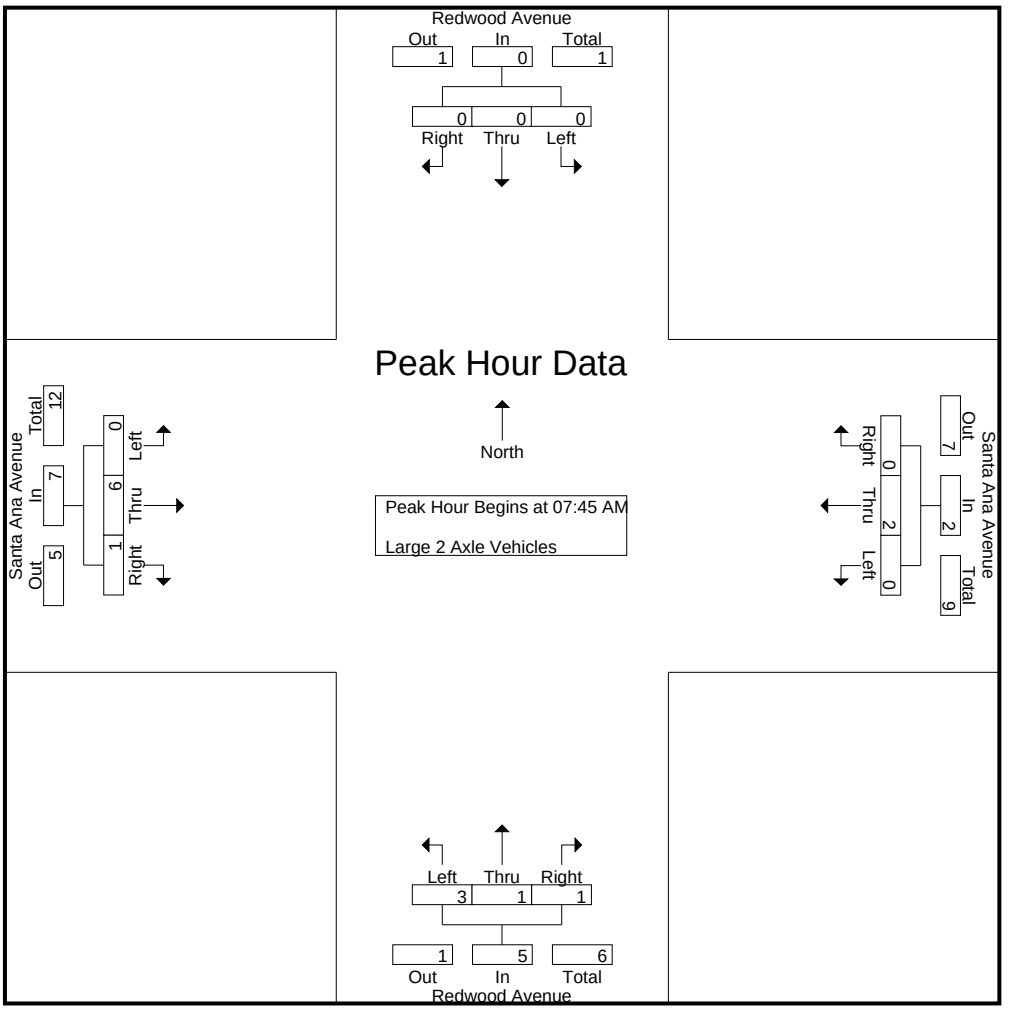
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	1	1	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	1	1	0	2	0	0	0	0	1	3	0	4	0	2	1	3	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
08:30 AM	0	0	0	0	0	2	0	2	2	0	1	3	0	1	0	1	6
08:45 AM	1	0	0	1	0	2	1	3	0	0	0	0	0	1	0	1	5
Total	1	0	0	1	0	4	1	5	2	1	1	4	0	6	1	7	17
Grand Total	2	1	0	3	0	4	1	5	3	4	1	8	0	8	2	10	26
Apprch %	66.7	33.3	0		0	80	20		37.5	50	12.5		0	80	20		
Total %	7.7	3.8	0	11.5	0	15.4	3.8	19.2	11.5	15.4	3.8	30.8	0	30.8	7.7	38.5	

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
08:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	1	**1**	2	3
08:30 AM	0	0	0	0	0	**2**	0	**2**	**2**	0	**1**	**3**	0	1	0	1	**6**
Total Volume	0	0	0	0	0	2	0	2	3	1	1	5	0	6	1	7	14
% App. Total	0	0	0		0	100	0		60	20	20		0	85.7	14.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.375	.250	.250	.417	.000	.500	.250	.583	.583

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	1	**1**	2
+45 mins.	0	0	0	0	0	**2**	0	**2**	**2**	0	**1**	**3**	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	3	1	1	5	0	6	1	7
% App. Total	0	0	0		0	100	0		60	20	20		0	85.7	14.3	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.375	.250	.250	.417	.000	.500	.250	.583

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

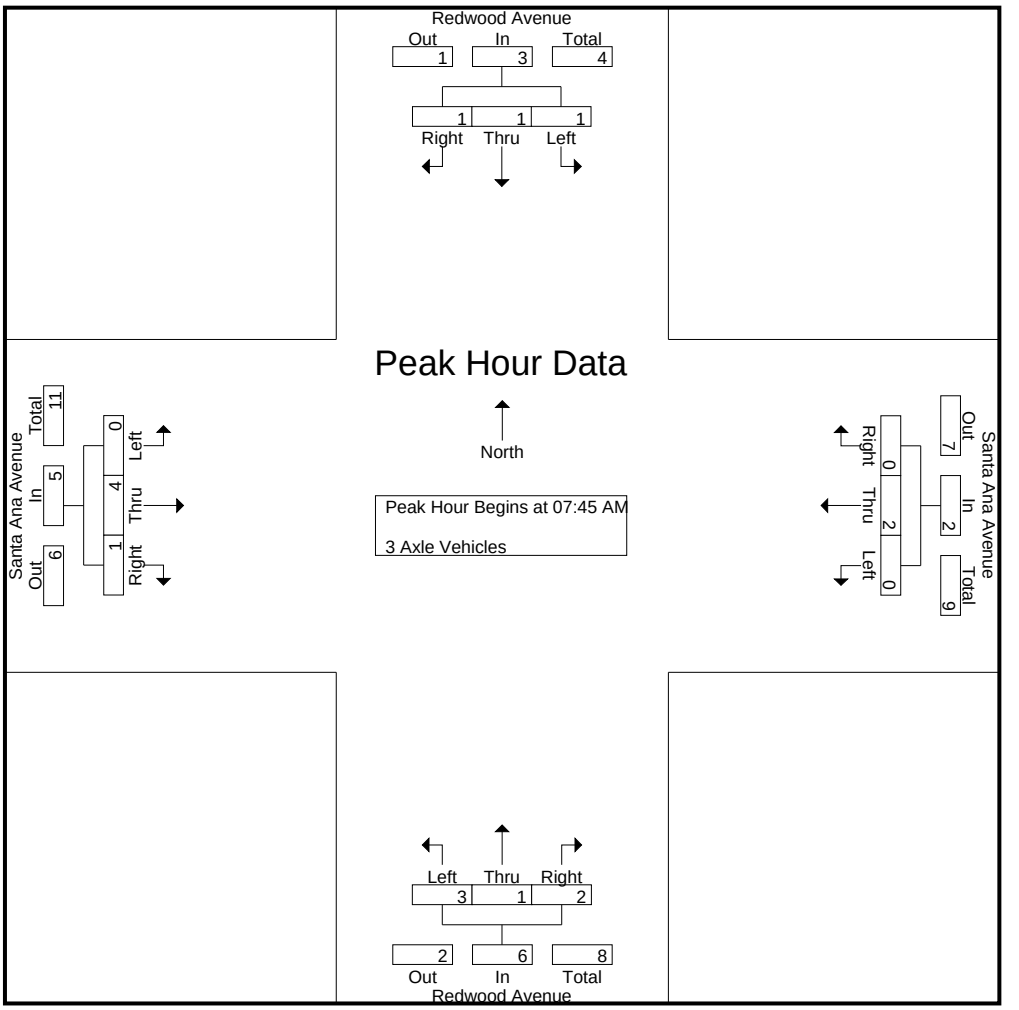
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	2	1	0	3	0	3	1	4	7
08:00 AM	1	0	0	1	0	1	0	1	1	0	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	1	1	2	4	0	2	0	2	7
08:30 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	1	1	2	5
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	1	1	1	3	0	2	0	2	4	1	2	7	0	4	1	5	17
Grand Total	1	1	1	3	0	2	0	2	6	2	2	10	0	7	2	9	24
Apprch %	33.3	33.3	33.3		0	100	0		60	20	20		0	77.8	22.2		
Total %	4.2	4.2	4.2	12.5	0	8.3	0	8.3	25	8.3	8.3	41.7	0	29.2	8.3	37.5	

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	**1**	0	0	1	0	**1**	0	**1**	**1**	0	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	1	**1**	**2**	**4**	0	**2**	0	**2**	**7**
08:30 AM	0	**1**	**1**	**2**	0	0	0	0	1	0	0	1	0	1	**1**	2	5
Total Volume	1	1	1	3	0	2	0	2	3	1	2	6	0	4	1	5	16
% App. Total	33.3	33.3	33.3		0	100	0		50	16.7	33.3		0	80	20		
PHF	.250	.250	.250	.375	.000	.500	.000	.500	.750	.250	.250	.375	.000	.500	.250	.625	.571

Counts Unlimited, Inc.
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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	**1**	0	0	1	0	**1**	0	**1**	**1**	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	1	**1**	**2**	**4**	0	**2**	0	**2**
+45 mins.	0	**1**	**1**	**2**	0	0	0	0	1	0	0	1	0	1	**1**	2
Total Volume	1	1	1	3	0	2	0	2	3	1	2	6	0	4	1	5
% App. Total	33.3	33.3	33.3		0	100	0		50	16.7	33.3		0	80	20	
PHF	.250	.250	.250	.375	.000	.500	.000	.500	.750	.250	.250	.375	.000	.500	.250	.625

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

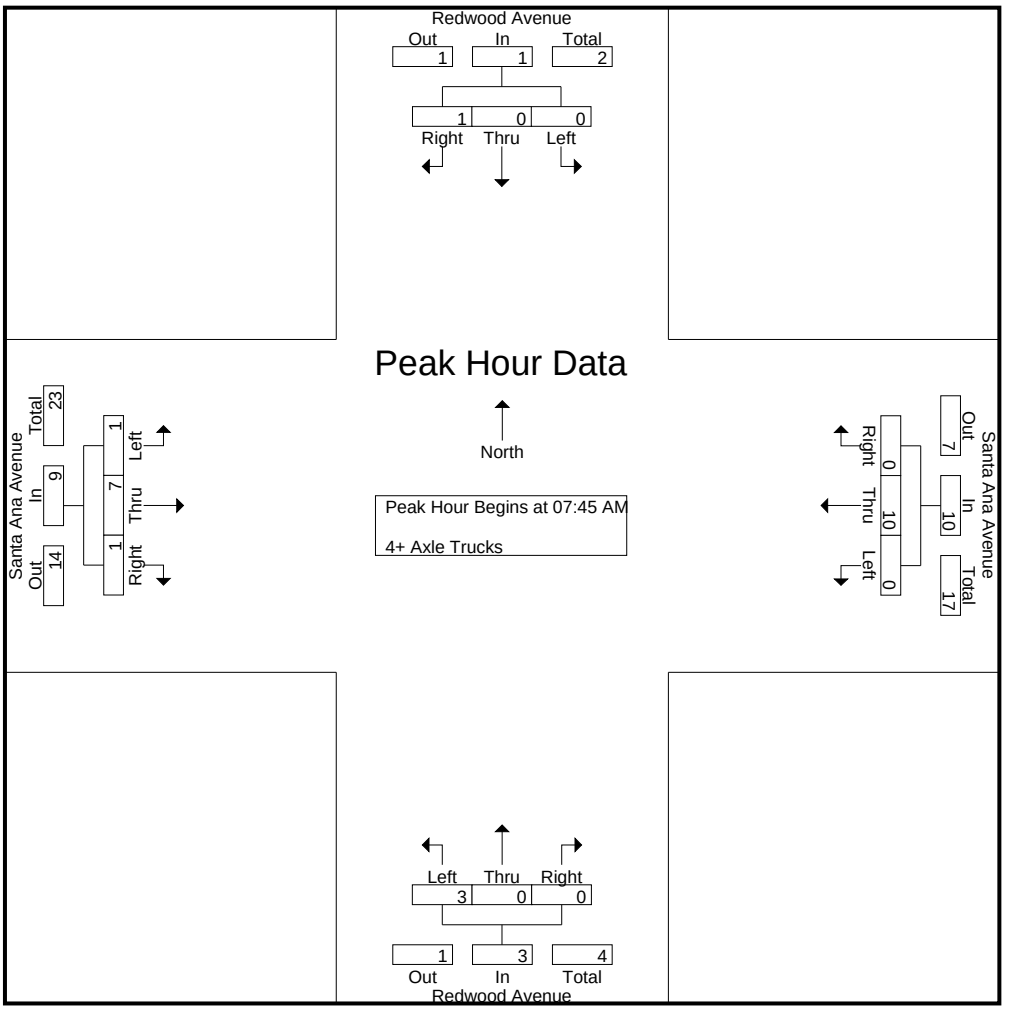
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	1	0	1	4
07:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	2	5
07:30 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	3	1	4	7
07:45 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0	4
Total	0	0	0	0	0	6	1	7	5	1	0	6	0	5	2	7	20
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	3	0	3	7
08:30 AM	0	0	1	1	0	3	0	3	0	0	0	0	1	1	1	3	7
08:45 AM	0	0	0	0	0	2	0	2	1	1	0	2	0	2	2	4	8
Total	0	0	1	1	0	10	0	10	2	1	0	3	1	9	3	13	27
Grand Total	0	0	1	1	0	16	1	17	7	2	0	9	1	14	5	20	47
Apprch %	0	0	100		0	94.1	5.9		77.8	22.2	0		5	70	25		
Total %	0	0	2.1	2.1	0	34	2.1	36.2	14.9	4.3	0	19.1	2.1	29.8	10.6	42.6	

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	**2**	0	0	**2**	0	0	0	0	4
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	**3**	5
08:15 AM	0	0	0	0	0	**3**	0	**3**	1	0	0	1	0	3	0	3	**7**
08:30 AM	0	0	**1**	**1**	0	3	0	3	0	0	0	0	**1**	1	**1**	3	7
Total Volume	0	0	1	1	0	10	0	10	3	0	0	3	1	7	1	9	23
% App. Total	0	0	100		0	100	0		100	0	0		11.1	77.8	11.1		
PHF	.000	.000	.250	.250	.000	.833	.000	.833	.375	.000	.000	.375	.250	.583	.250	.750	.821

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	2	0	2	**2**	0	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	**3**	0	**3**	1	0	0	1	0	3	0	3
+45 mins.	0	0	**1**	**1**	0	3	0	3	0	0	0	0	**1**	1	**1**	3
Total Volume	0	0	1	1	0	10	0	10	3	0	0	3	1	7	1	9
% App. Total	0	0	100		0	100	0		100	0	0		11.1	77.8	11.1	
PHF	.000	.000	.250	.250	.000	.833	.000	.833	.375	.000	.000	.375	.250	.583	.250	.750

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

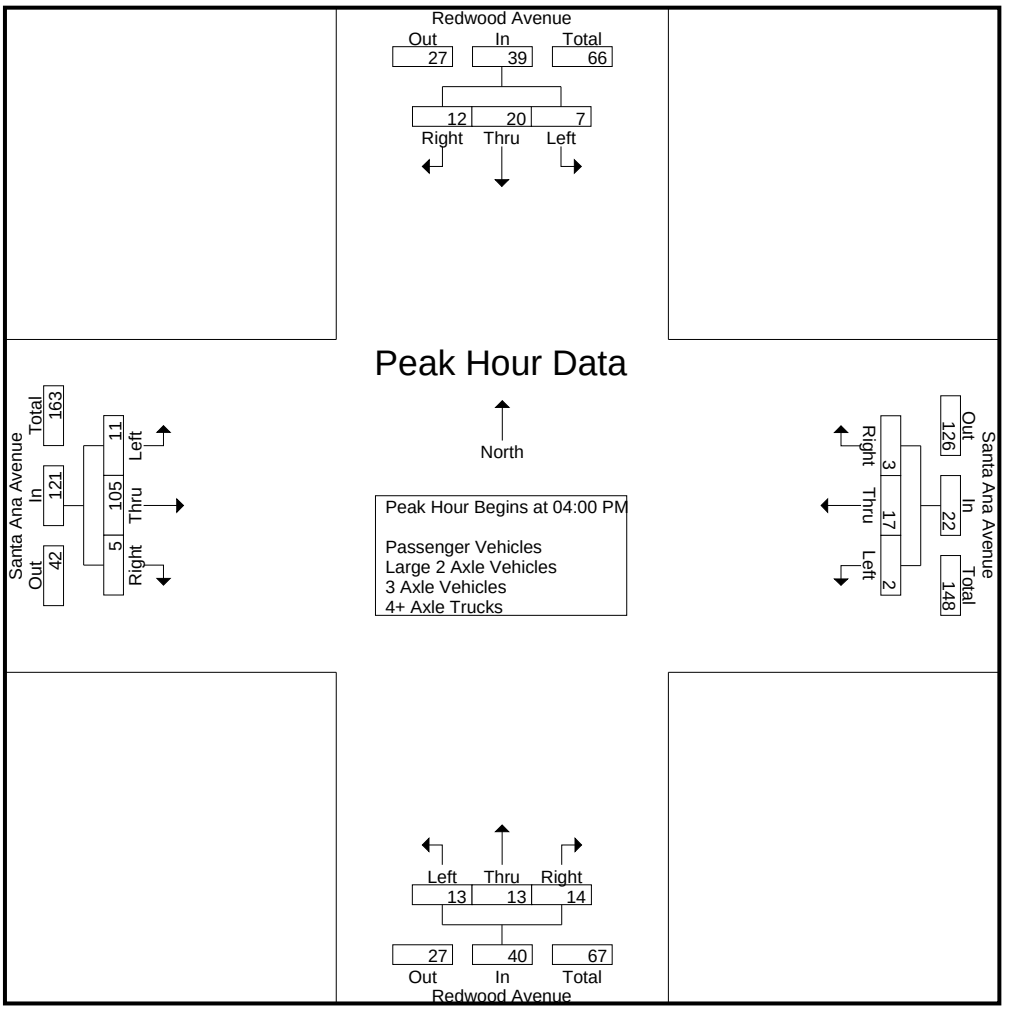
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	2	4	8	0	6	1	7	7	7	5	19	4	26	1	31	65
04:15 PM	0	4	4	8	1	5	2	8	2	1	2	5	3	25	2	30	51
04:30 PM	3	11	1	15	0	2	0	2	2	2	5	9	3	33	1	37	63
04:45 PM	2	3	3	8	1	4	0	5	2	3	2	7	1	21	1	23	43
Total	7	20	12	39	2	17	3	22	13	13	14	40	11	105	5	121	222
05:00 PM	1	2	3	6	1	4	0	5	7	3	5	15	3	20	0	23	49
05:15 PM	1	1	0	2	0	1	0	1	5	3	1	9	2	19	0	21	33
05:30 PM	0	1	2	3	1	1	0	2	1	1	4	6	0	11	1	12	23
05:45 PM	2	4	2	8	0	3	2	5	3	0	3	6	1	11	0	12	31
Total	4	8	7	19	2	9	2	13	16	7	13	36	6	61	1	68	136
Grand Total	11	28	19	58	4	26	5	35	29	20	27	76	17	166	6	189	358
Apprch %	19	48.3	32.8		11.4	74.3	14.3		38.2	26.3	35.5		9	87.8	3.2		
Total %	3.1	7.8	5.3	16.2	1.1	7.3	1.4	9.8	8.1	5.6	7.5	21.2	4.7	46.4	1.7	52.8	
Passenger Vehicles	9	21	16	46	4	20	5	29	20	11	21	52	15	137	3	155	282
% Passenger Vehicles	81.8	75	84.2	79.3	100	76.9	100	82.9	69	55	77.8	68.4	88.2	82.5	50	82	78.8
Large 2 Axle Vehicles	1	4	0	5	0	1	0	1	1	3	0	4	1	1	0	2	12
% Large 2 Axle Vehicles	9.1	14.3	0	8.6	0	3.8	0	2.9	3.4	15	0	5.3	5.9	0.6	0	1.1	3.4
3 Axle Vehicles	0	1	0	1	0	0	0	0	3	0	1	4	1	6	1	8	13
% 3 Axle Vehicles	0	3.6	0	1.7	0	0	0	0	10.3	0	3.7	5.3	5.9	3.6	16.7	4.2	3.6
4+ Axle Trucks	1	2	3	6	0	5	0	5	5	6	5	16	0	22	2	24	51
% 4+ Axle Trucks	9.1	7.1	15.8	10.3	0	19.2	0	14.3	17.2	30	18.5	21.1	0	13.3	33.3	12.7	14.2

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	2	**4**	8	0	**6**	1	7	**7**	**7**	**5**	**19**	**4**	26	1	31	**65**
04:15 PM	0	4	4	8	**1**	5	**2**	**8**	2	1	2	5	3	25	**2**	30	51
04:30 PM	**3**	**11**	1	**15**	0	2	0	2	2	2	5	9	3	**33**	1	**37**	63
04:45 PM	2	3	3	8	1	4	0	5	2	3	2	7	1	21	1	23	43
Total Volume	7	20	12	39	2	17	3	22	13	13	14	40	11	105	5	121	222
% App. Total	17.9	51.3	30.8		9.1	77.3	13.6		32.5	32.5	35		9.1	86.8	4.1		
PHF	.583	.455	.750	.650	.500	.708	.375	.688	.464	.464	.700	.526	.688	.795	.625	.818	.854

Counts Unlimited, Inc.
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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	2	**4**	8	0	**6**	1	7	**7**	**7**	**5**	**19**	**4**	26	1	31
+15 mins.	0	4	4	8	**1**	5	**2**	**8**	2	1	2	5	3	25	**2**	30
+30 mins.	**3**	**11**	1	**15**	0	2	0	2	2	2	5	9	3	**33**	1	**37**
+45 mins.	2	3	3	8	1	4	0	5	2	3	2	7	1	21	1	23
Total Volume	7	20	12	39	2	17	3	22	13	13	14	40	11	105	5	121
% App. Total	17.9	51.3	30.8		9.1	77.3	13.6		32.5	32.5	35		9.1	86.8	4.1	
PHF	.583	.455	.750	.650	.500	.708	.375	.688	.464	.464	.700	.526	.688	.795	.625	.818

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

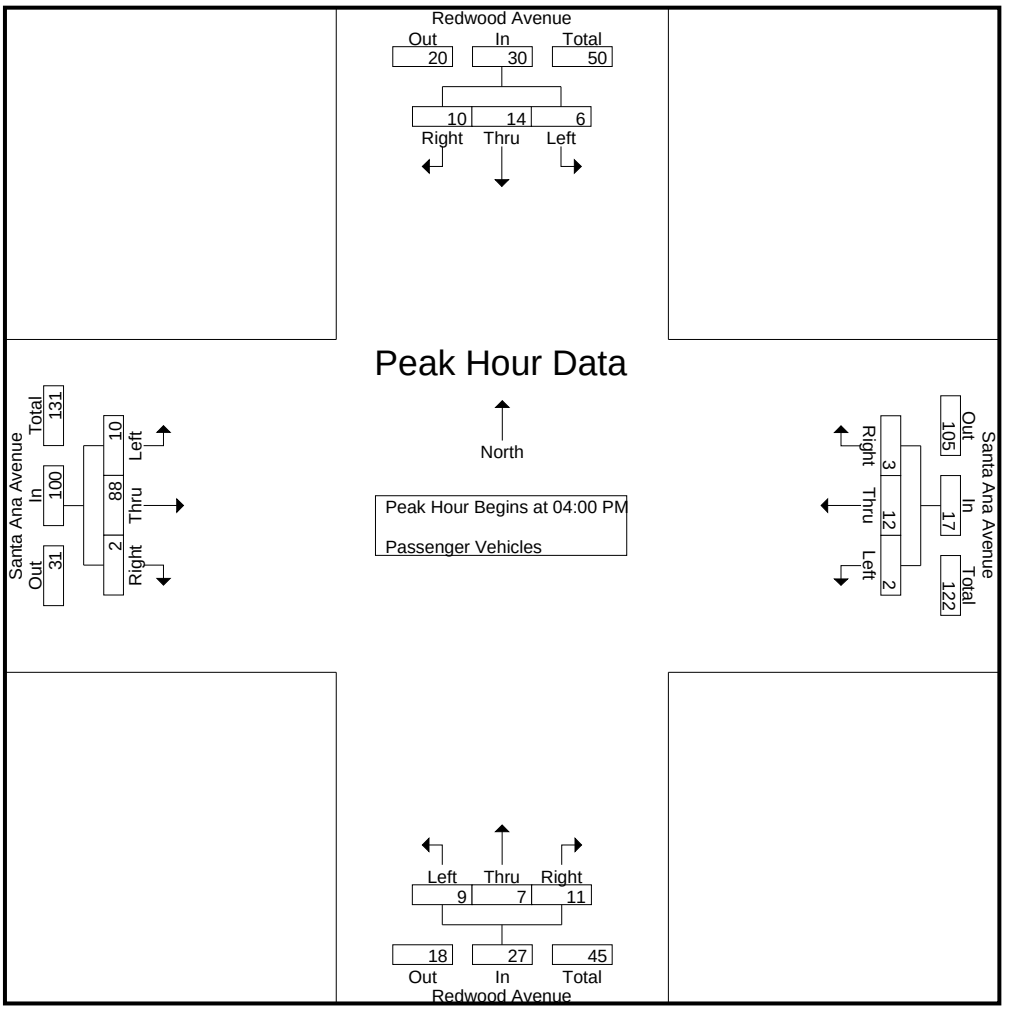
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	2	3	7	0	4	1	5	6	3	4	13	3	21	1	25	50
04:15 PM	0	3	3	6	1	3	2	6	1	1	1	3	3	19	0	22	37
04:30 PM	2	7	1	10	0	1	0	1	1	2	5	8	3	28	0	31	50
04:45 PM	2	2	3	7	1	4	0	5	1	1	1	3	1	20	1	22	37
Total	6	14	10	30	2	12	3	17	9	7	11	27	10	88	2	100	174
05:00 PM	1	2	3	6	1	4	0	5	6	1	4	11	2	16	0	18	40
05:15 PM	1	1	0	2	0	0	0	0	4	2	1	7	2	17	0	19	28
05:30 PM	0	1	2	3	1	1	0	2	1	1	3	5	0	8	1	9	19
05:45 PM	1	3	1	5	0	3	2	5	0	0	2	2	1	8	0	9	21
Total	3	7	6	16	2	8	2	12	11	4	10	25	5	49	1	55	108
Grand Total	9	21	16	46	4	20	5	29	20	11	21	52	15	137	3	155	282
Apprch %	19.6	45.7	34.8		13.8	69	17.2		38.5	21.2	40.4		9.7	88.4	1.9		
Total %	3.2	7.4	5.7	16.3	1.4	7.1	1.8	10.3	7.1	3.9	7.4	18.4	5.3	48.6	1.1	55	

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	2	**3**	7	0	**4**	1	5	**6**	**3**	4	**13**	**3**	21	**1**	25	**50**
04:15 PM	0	3	3	6	**1**	3	**2**	**6**	1	1	1	3	3	19	0	22	37
04:30 PM	2	**7**	1	**10**	0	1	0	1	1	2	**5**	8	3	**28**	0	**31**	50
04:45 PM	2	2	3	7	1	4	0	5	1	1	1	3	1	20	1	22	37
Total Volume	6	14	10	30	2	12	3	17	9	7	11	27	10	88	2	100	174
% App. Total	20	46.7	33.3		11.8	70.6	17.6		33.3	25.9	40.7		10	88	2		
PHF	.750	.500	.833	.750	.500	.750	.375	.708	.375	.583	.550	.519	.833	.786	.500	.806	.870

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	2	**3**	7	0	**4**	1	5	**6**	**3**	4	**13**	**3**	21	**1**	25
+15 mins.	0	3	3	6	**1**	3	**2**	**6**	1	1	1	3	3	19	0	22
+30 mins.	2	**7**	1	**10**	0	1	0	1	1	2	**5**	8	3	**28**	0	**31**
+45 mins.	2	2	3	7	1	4	0	5	1	1	1	3	1	20	1	22
Total Volume	6	14	10	30	2	12	3	17	9	7	11	27	10	88	2	100
% App. Total	20	46.7	33.3		11.8	70.6	17.6		33.3	25.9	40.7		10	88	2	
PHF	.750	.500	.833	.750	.500	.750	.375	.708	.375	.583	.550	.519	.833	.786	.500	.806

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

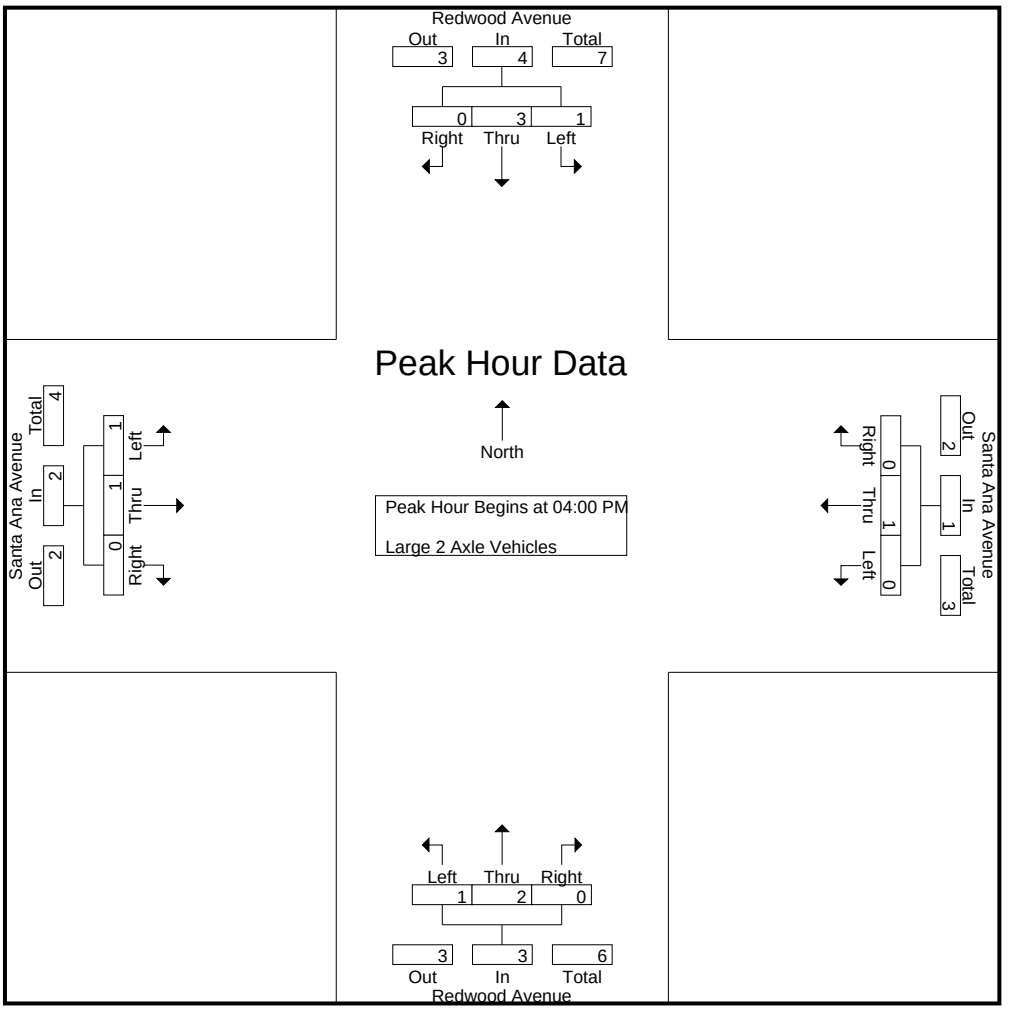
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	3	0	4	0	1	0	1	1	2	0	3	1	1	0	2	10
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	1	4	0	5	0	1	0	1	1	3	0	4	1	1	0	2	12
Apprch %	20	80	0		0	100	0		25	75	0		50	50	0		
Total %	8.3	33.3	0	41.7	0	8.3	0	8.3	8.3	25	0	33.3	8.3	8.3	0	16.7	

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	**1**	0	0	**1**	3
04:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	**1**	1	0	**2**	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	**4**
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	1	3	0	4	0	1	0	1	1	2	0	3	1	1	0	2	10
% App. Total	25	75	0		0	100	0		33.3	66.7	0		50	50	0		
PHF	.250	.750	.000	.500	.000	.250	.000	.250	.250	.500	.000	.375	.250	.250	.000	.500	.625

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	**1**	0	0	**1**
+15 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	1	0	**2**	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	3	0	4	0	1	0	1	1	2	0	3	1	1	0	2
% App. Total	25	75	0		0	100	0		33.3	66.7	0		50	50	0	
PHF	.250	.750	.000	.500	.000	.250	.000	.250	.250	.500	.000	.375	.250	.250	.000	.500

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

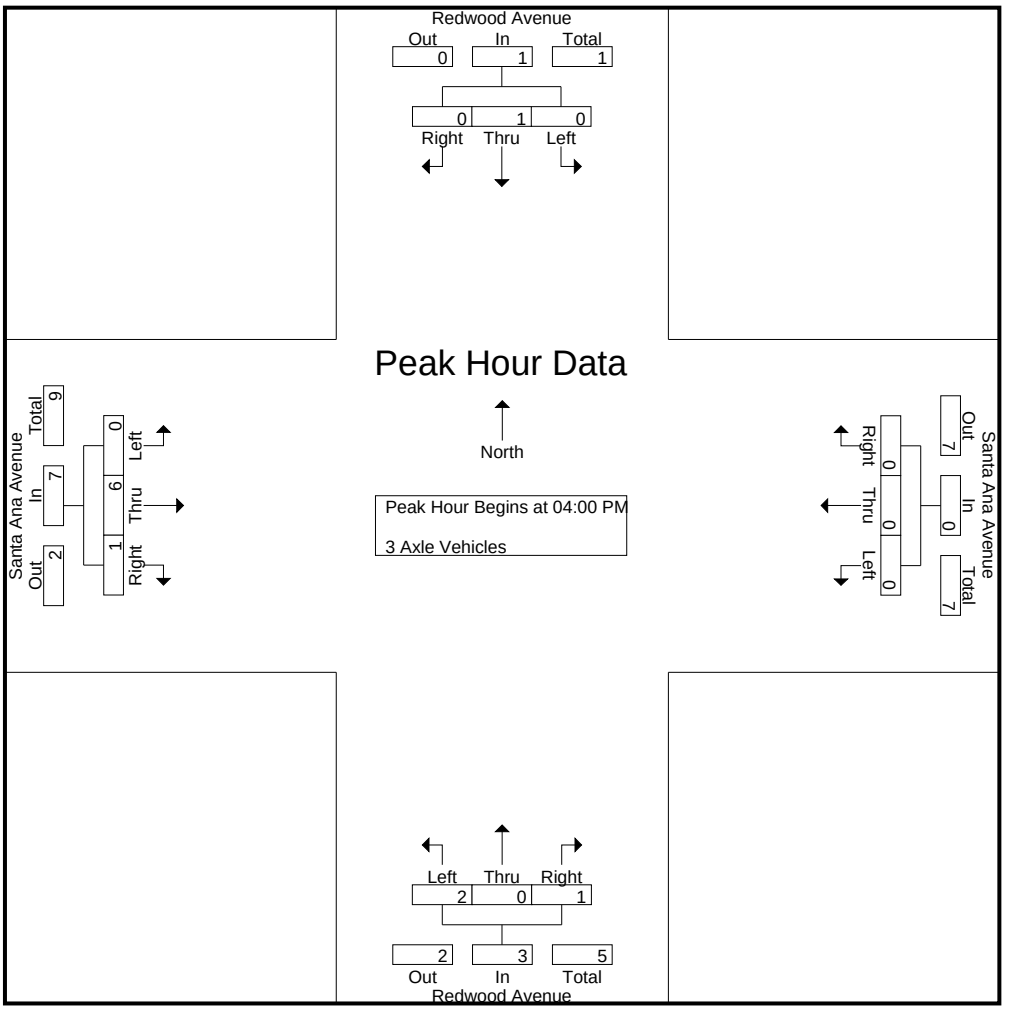
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	3	4
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	1	0	1	0	0	0	0	2	0	1	3	0	6	1	7	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Grand Total	0	1	0	1	0	0	0	0	3	0	1	4	1	6	1	8	13
Apprch %	0	100	0		0	0	0		75	0	25		12.5	75	12.5		
Total %	0	7.7	0	7.7	0	0	0	0	23.1	0	7.7	30.8	7.7	46.2	7.7	61.5	

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	2	**1**	**3**	**4**
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	0	1	0	1	0	0	0	0	2	0	1	3	0	6	1	7	11
% App. Total	0	100	0		0	0	0		66.7	0	33.3		0	85.7	14.3		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.000	.250	.750	.000	.750	.250	.583	.688

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	2
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	2	**1**	**3**
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
Total Volume	0	1	0	1	0	0	0	0	2	0	1	3	0	6	1	7
% App. Total	0	100	0		0	0	0		66.7	0	33.3		0	85.7	14.3	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.000	.250	.750	.000	.750	.250	.583

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

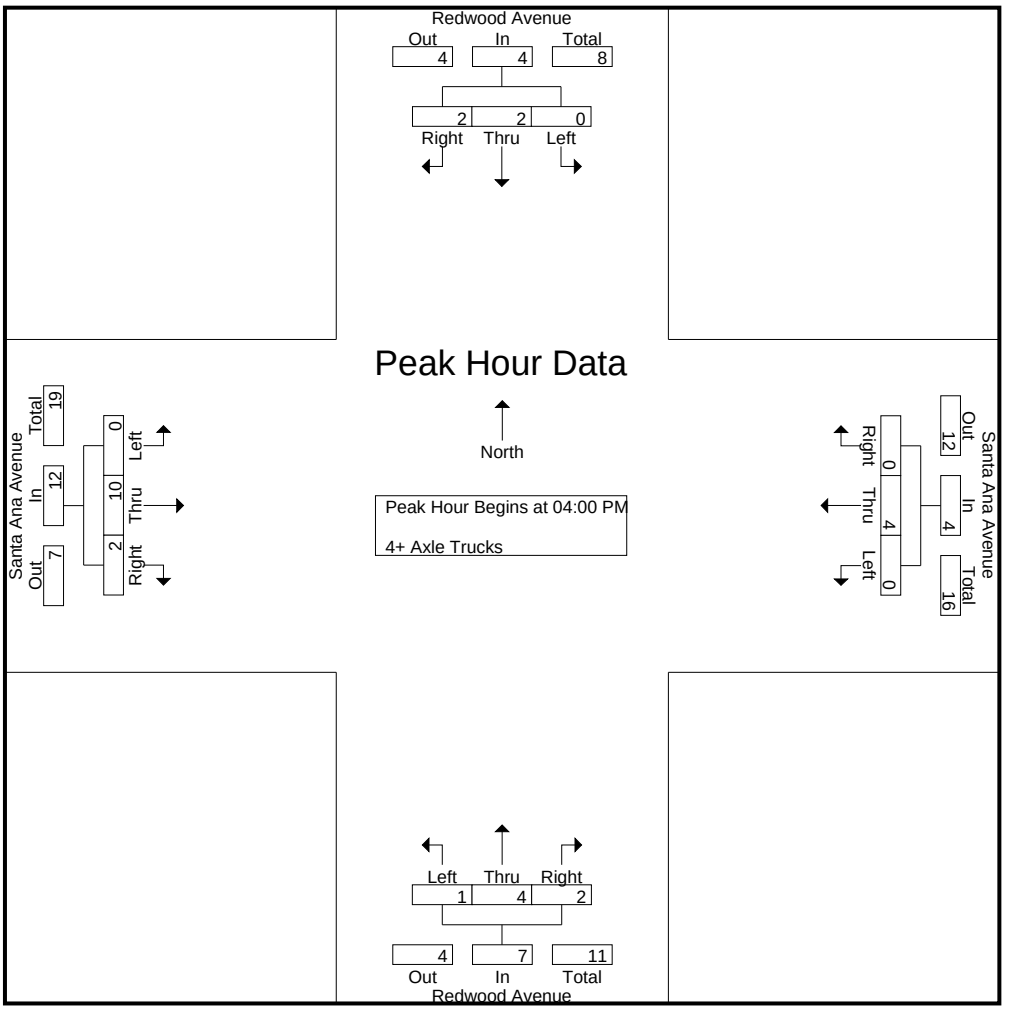
	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	2	0	2	0	3	0	3	0	3	0	3	9
04:15 PM	0	0	1	1	0	2	0	2	0	0	1	1	0	4	1	5	9
04:30 PM	0	2	0	2	0	0	0	0	1	0	0	1	0	3	1	4	7
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total	0	2	2	4	0	4	0	4	1	4	2	7	0	10	2	12	27
05:00 PM	0	0	0	0	0	0	0	0	1	1	1	3	0	4	0	4	7
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
05:45 PM	1	0	1	2	0	0	0	0	3	0	1	4	0	3	0	3	9
Total	1	0	1	2	0	1	0	1	4	2	3	9	0	12	0	12	24
Grand Total	1	2	3	6	0	5	0	5	5	6	5	16	0	22	2	24	51
Apprch %	16.7	33.3	50		0	100	0		31.2	37.5	31.2		0	91.7	8.3		
Total %	2	3.9	5.9	11.8	0	9.8	0	9.8	9.8	11.8	9.8	31.4	0	43.1	3.9	47.1	

	Redwood Avenue Southbound				Santa Ana Avenue Westbound				Redwood Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	1	0	**2**	0	**2**	0	**3**	0	**3**	0	3	0	3	**9**
04:15 PM	0	0	1	1	0	2	0	2	0	0	**1**	1	0	**4**	**1**	**5**	9
04:30 PM	0	**2**	0	**2**	0	0	0	0	**1**	0	0	1	0	3	1	4	7
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total Volume	0	2	2	4	0	4	0	4	1	4	2	7	0	10	2	12	27
% App. Total	0	50	50		0	100	0		14.3	57.1	28.6		0	83.3	16.7		
PHF	.000	.250	.500	.500	.000	.500	.000	.500	.250	.333	.500	.583	.000	.625	.500	.600	.750

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City of Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 05_FON_Red_SA PM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	1	0	**2**	0	**2**	0	**3**	0	**3**	0	3	0	3
+15 mins.	0	0	1	1	0	2	0	2	0	0	**1**	1	0	**4**	**1**	**5**
+30 mins.	0	**2**	0	**2**	0	0	0	0	**1**	0	0	1	0	3	1	4
+45 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
Total Volume	0	2	2	4	0	4	0	4	1	4	2	7	0	10	2	12
% App. Total	0	50	50		0	100	0		14.3	57.1	28.6		0	83.3	16.7	
PHF	.000	.250	.500	.500	.000	.500	.000	.500	.250	.333	.500	.583	.000	.625	.500	.600

Location: Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Redwood Avenue	East Leg Santa Ana Avenue	South Leg Redwood Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Redwood Avenue	East Leg Santa Ana Avenue	South Leg Redwood Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	1	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	2	2	0	0	4

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951-268-6268

Location: Fontana
N/S: Redwood Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Redwood Avenue			Westbound Santa Ana Avenue			Northbound Redwood Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Redwood Avenue			Westbound Santa Ana Avenue			Northbound Redwood Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA AM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

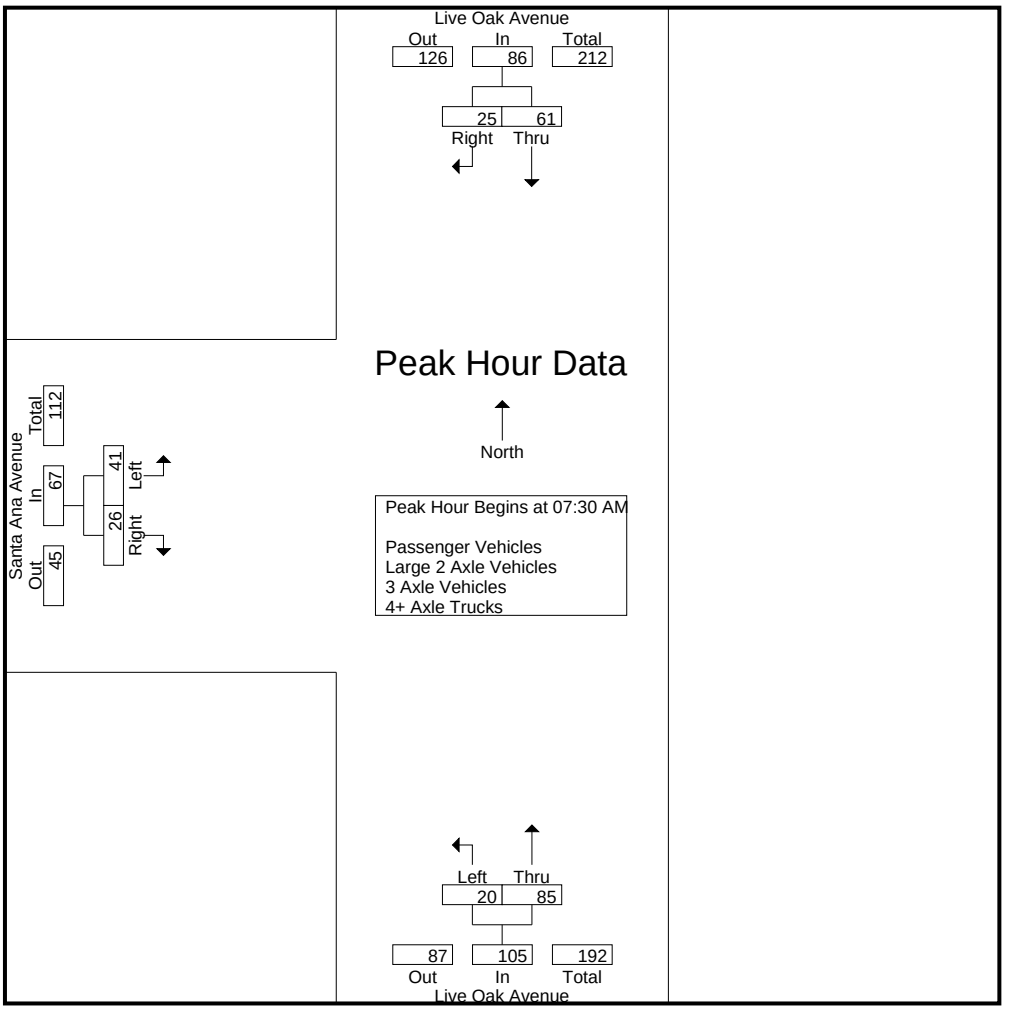
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	12	2	14	3	16	19	3	4	7	40
07:15 AM	14	4	18	3	17	20	2	0	2	40
07:30 AM	27	7	34	4	21	25	3	8	11	70
07:45 AM	14	9	23	7	24	31	11	1	12	66
Total	67	22	89	17	78	95	19	13	32	216
08:00 AM	14	6	20	2	15	17	14	5	19	56
08:15 AM	6	3	9	7	25	32	13	12	25	66
08:30 AM	7	7	14	7	14	21	12	9	21	56
08:45 AM	5	6	11	4	14	18	5	5	10	39
Total	32	22	54	20	68	88	44	31	75	217
Grand Total	99	44	143	37	146	183	63	44	107	433
Apprch %	69.2	30.8		20.2	79.8		58.9	41.1		
Total %	22.9	10.2	33	8.5	33.7	42.3	14.5	10.2	24.7	
Passenger Vehicles	81	37	118	25	122	147	54	22	76	341
% Passenger Vehicles	81.8	84.1	82.5	67.6	83.6	80.3	85.7	50	71	78.8
Large 2 Axle Vehicles	4	2	6	1	2	3	6	5	11	20
% Large 2 Axle Vehicles	4	4.5	4.2	2.7	1.4	1.6	9.5	11.4	10.3	4.6
3 Axle Vehicles	2	0	2	2	0	2	0	10	10	14
% 3 Axle Vehicles	2	0	1.4	5.4	0	1.1	0	22.7	9.3	3.2
4+ Axle Trucks	12	5	17	9	22	31	3	7	10	58
% 4+ Axle Trucks	12.1	11.4	11.9	24.3	15.1	16.9	4.8	15.9	9.3	13.4

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**27**	7	**34**	4	21	25	3	8	11	**70**
07:45 AM	14	**9**	23	**7**	24	31	11	1	12	66
08:00 AM	14	6	20	2	15	17	**14**	5	19	56
08:15 AM	6	3	9	7	**25**	**32**	13	**12**	**25**	66
Total Volume	61	25	86	20	85	105	41	26	67	258
% App. Total	70.9	29.1		19	81		61.2	38.8		
PHF	.565	.694	.632	.714	.850	.820	.732	.542	.670	.921

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:45 AM		
+0 mins.	14	4	18	4	21	25	11	1	12
+15 mins.	**27**	7	**34**	**7**	24	31	**14**	5	19
+30 mins.	14	**9**	23	2	15	17	13	**12**	**25**
+45 mins.	14	6	20	7	**25**	**32**	12	9	21
Total Volume	69	26	95	20	85	105	50	27	77
% App. Total	72.6	27.4		19	81		64.9	35.1	
PHF	.639	.722	.699	.714	.850	.820	.893	.563	.770

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Groups Printed- Passenger Vehicles

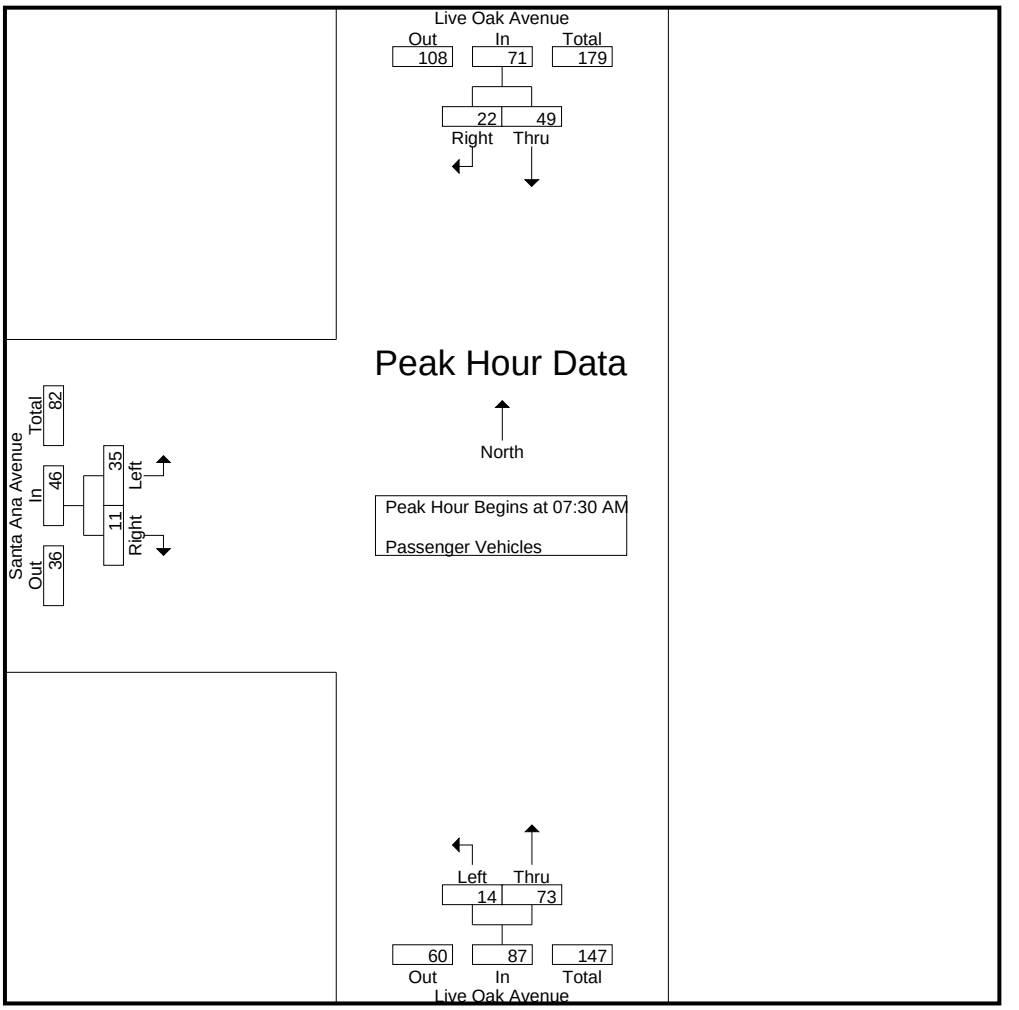
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	10	2	12	2	13	15	2	3	5	32
07:15 AM	11	3	14	2	14	16	2	0	2	32
07:30 AM	22	7	29	3	19	22	3	4	7	58
07:45 AM	13	8	21	6	20	26	8	0	8	55
Total	56	20	76	13	66	79	15	7	22	177
08:00 AM	12	6	18	1	12	13	13	3	16	47
08:15 AM	2	1	3	4	22	26	11	4	15	44
08:30 AM	6	6	12	4	13	17	11	7	18	47
08:45 AM	5	4	9	3	9	12	4	1	5	26
Total	25	17	42	12	56	68	39	15	54	164
Grand Total	81	37	118	25	122	147	54	22	76	341
Apprch %	68.6	31.4		17	83		71.1	28.9		
Total %	23.8	10.9	34.6	7.3	35.8	43.1	15.8	6.5	22.3	

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**22**	7	**29**	3	19	22	3	**4**	7	**58**
07:45 AM	13	**8**	21	**6**	20	**26**	8	0	8	55
08:00 AM	12	6	18	1	12	13	**13**	3	**16**	47
08:15 AM	2	1	3	4	**22**	26	11	4	15	44
Total Volume	49	22	71	14	73	87	35	11	46	204
% App. Total	69	31		16.1	83.9		76.1	23.9		
PHF	.557	.688	.612	.583	.830	.837	.673	.688	.719	.879

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**22**	7	**29**	3	19	22	3	**4**	7
+15 mins.	13	**8**	21	**6**	20	**26**	8	0	8
+30 mins.	12	6	18	1	12	13	**13**	3	**16**
+45 mins.	2	1	3	4	**22**	26	11	4	15
Total Volume	49	22	71	14	73	87	35	11	46
% App. Total	69	31		16.1	83.9		76.1	23.9	
PHF	.557	.688	.612	.583	.830	.837	.673	.688	.719

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Groups Printed- Large 2 Axle Vehicles

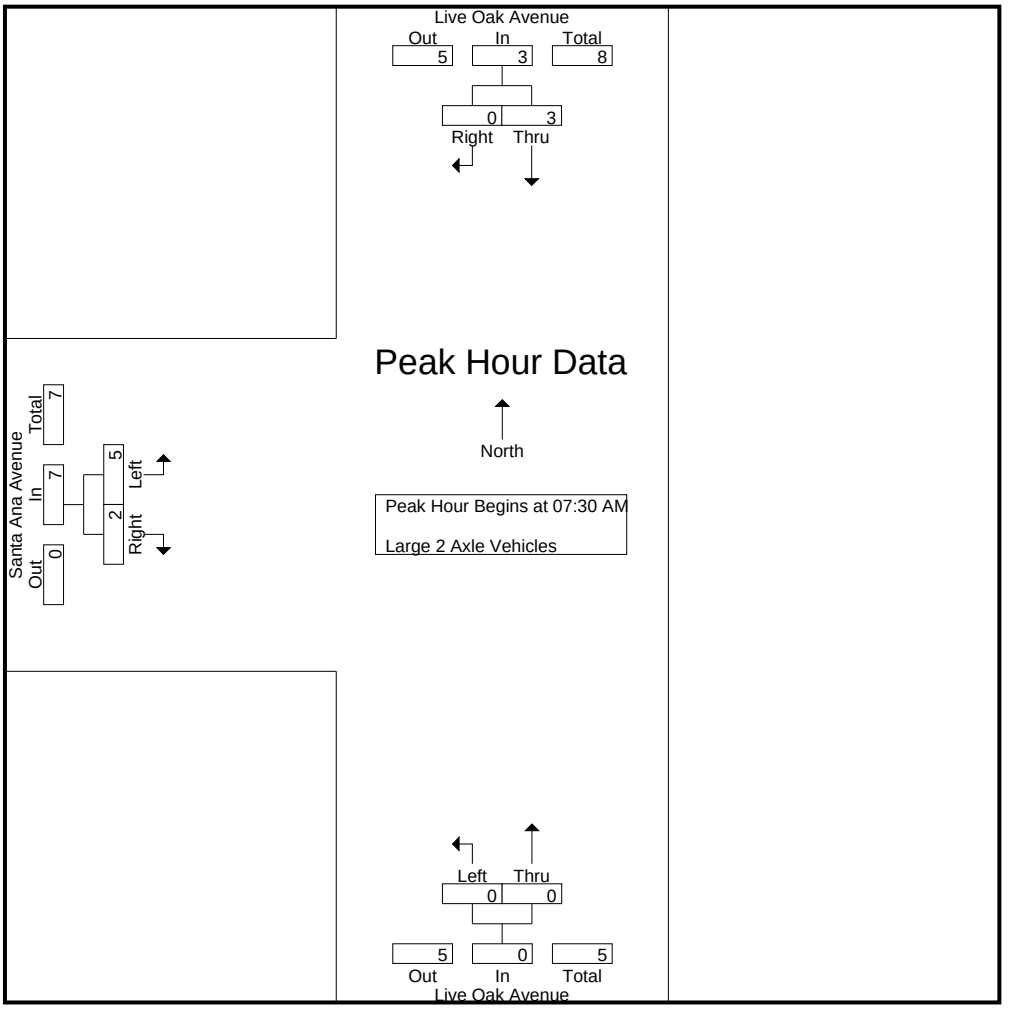
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	1	1	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	3	0	3	3
Total	2	0	2	0	1	1	3	0	3	6
08:00 AM	1	0	1	0	0	0	1	0	1	2
08:15 AM	1	0	1	0	0	0	1	2	3	4
08:30 AM	0	1	1	0	0	0	1	1	2	3
08:45 AM	0	1	1	1	1	2	0	2	2	5
Total	2	2	4	1	1	2	3	5	8	14
Grand Total	4	2	6	1	2	3	6	5	11	20
Apprch %	66.7	33.3		33.3	66.7		54.5	45.5		
Total %	20	10	30	5	10	15	30	25	55	

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	**3**	0	**3**	3
08:00 AM	1	0	1	0	0	0	1	0	1	2
08:15 AM	1	0	1	0	0	0	1	**2**	3	**4**
Total Volume	3	0	3	0	0	0	5	2	7	10
% App. Total	100	0		0	0		71.4	28.6		
PHF	.750	.000	.750	.000	.000	.000	.417	.250	.583	.625

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**3**	0	**3**
+30 mins.	1	0	1	0	0	0	1	0	1
+45 mins.	1	0	1	0	0	0	1	**2**	3
Total Volume	3	0	3	0	0	0	5	2	7
% App. Total	100	0		0	0		71.4	28.6	
PHF	.750	.000	.750	.000	.000	.000	.417	.250	.583

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Groups Printed- 3 Axle Vehicles

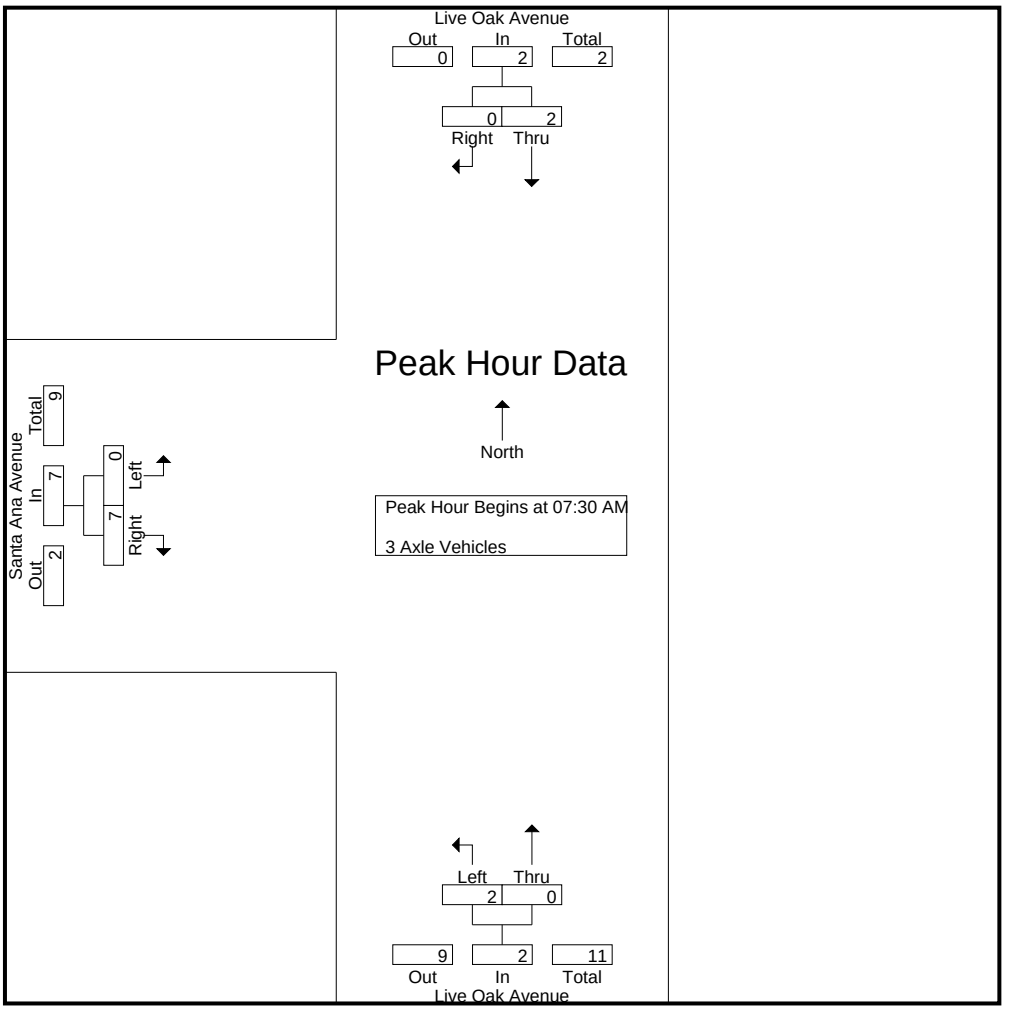
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	1	0	1	0	0	0	0	3	3	4
08:00 AM	0	0	0	1	0	1	0	1	1	2
08:15 AM	1	0	1	1	0	1	0	4	4	6
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	1	0	1	2	0	2	0	7	7	10
Grand Total	2	0	2	2	0	2	0	10	10	14
Apprch %	100	0		100	0		0	100		
Total %	14.3	0	14.3	14.3	0	14.3	0	71.4	71.4	

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	**1**	0	**1**	0	1	1	2
08:15 AM	1	0	1	1	0	1	0	**4**	**4**	**6**
Total Volume	2	0	2	2	0	2	0	7	7	11
% App. Total	100	0		100	0		0	100		
PHF	.500	.000	.500	.500	.000	.500	.000	.438	.438	.458

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	**1**	0	**1**	0	1	1
+45 mins.	1	0	1	1	0	1	0	**4**	**4**
Total Volume	2	0	2	2	0	2	0	7	7
% App. Total	100	0		100	0		0	100	
PHF	.500	.000	.500	.500	.000	.500	.000	.438	.438

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Groups Printed- 4+ Axle Trucks

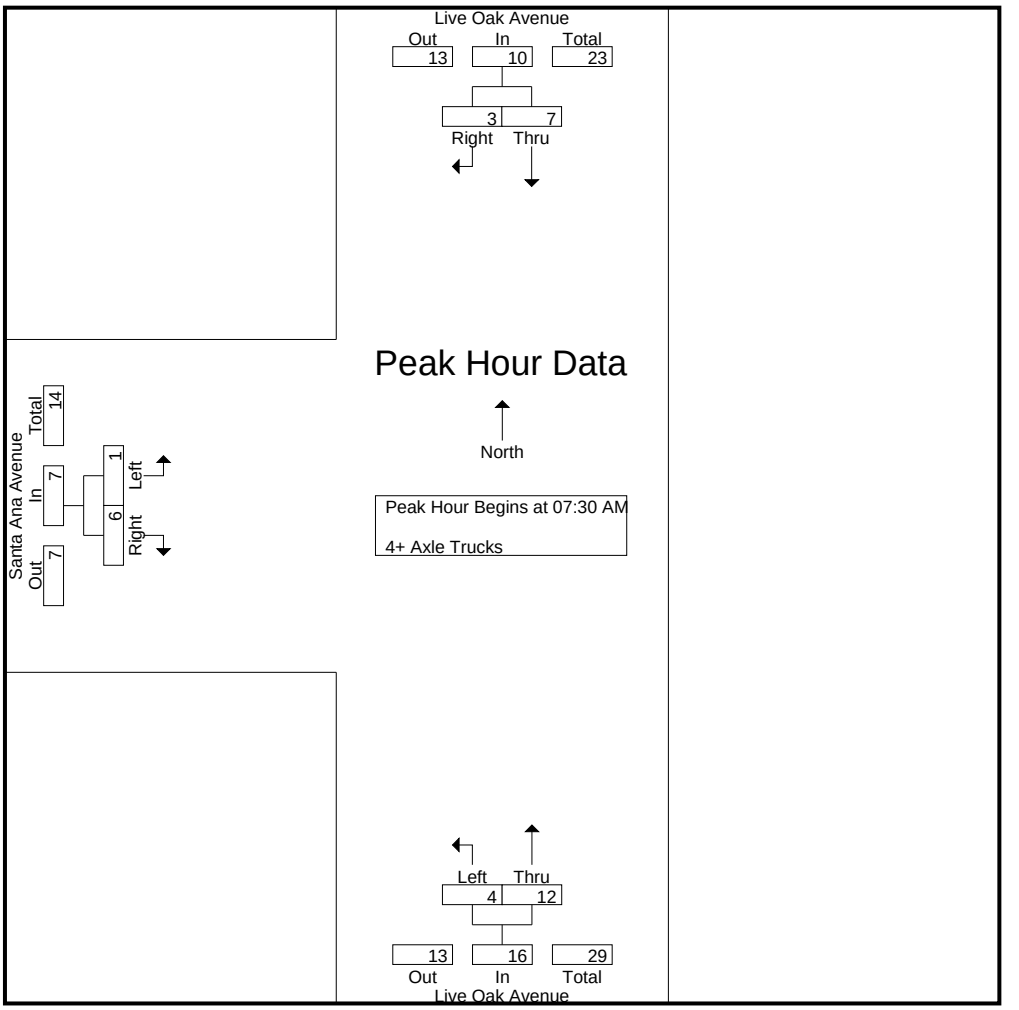
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	1	2	3	1	0	1	5
07:15 AM	3	1	4	1	3	4	0	0	0	8
07:30 AM	3	0	3	1	2	3	0	3	3	9
07:45 AM	1	1	2	1	4	5	0	0	0	7
Total	8	2	10	4	11	15	1	3	4	29
08:00 AM	1	0	1	0	3	3	0	1	1	5
08:15 AM	2	2	4	2	3	5	1	2	3	12
08:30 AM	1	0	1	3	1	4	0	0	0	5
08:45 AM	0	1	1	0	4	4	1	1	2	7
Total	4	3	7	5	11	16	2	4	6	29
Grand Total	12	5	17	9	22	31	3	7	10	58
Apprch %	70.6	29.4		29	71		30	70		
Total %	20.7	8.6	29.3	15.5	37.9	53.4	5.2	12.1	17.2	

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**3**	0	3	1	2	3	0	**3**	**3**	9
07:45 AM	1	1	2	1	**4**	**5**	0	0	0	7
08:00 AM	1	0	1	0	3	3	0	1	1	5
08:15 AM	2	**2**	**4**	**2**	3	5	**1**	2	3	**12**
Total Volume	7	3	10	4	12	16	1	6	7	33
% App. Total	70	30		25	75		14.3	85.7		
PHF	.583	.375	.625	.500	.750	.800	.250	.500	.583	.688

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**3**	0	3	1	2	3	0	**3**	**3**
+15 mins.	1	1	2	1	**4**	**5**	0	0	0
+30 mins.	1	0	1	0	3	3	0	1	1
+45 mins.	2	**2**	**4**	**2**	3	5	**1**	2	3
Total Volume	7	3	10	4	12	16	1	6	7
% App. Total	70	30		25	75		14.3	85.7	
PHF	.583	.375	.625	.500	.750	.800	.250	.500	.583

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

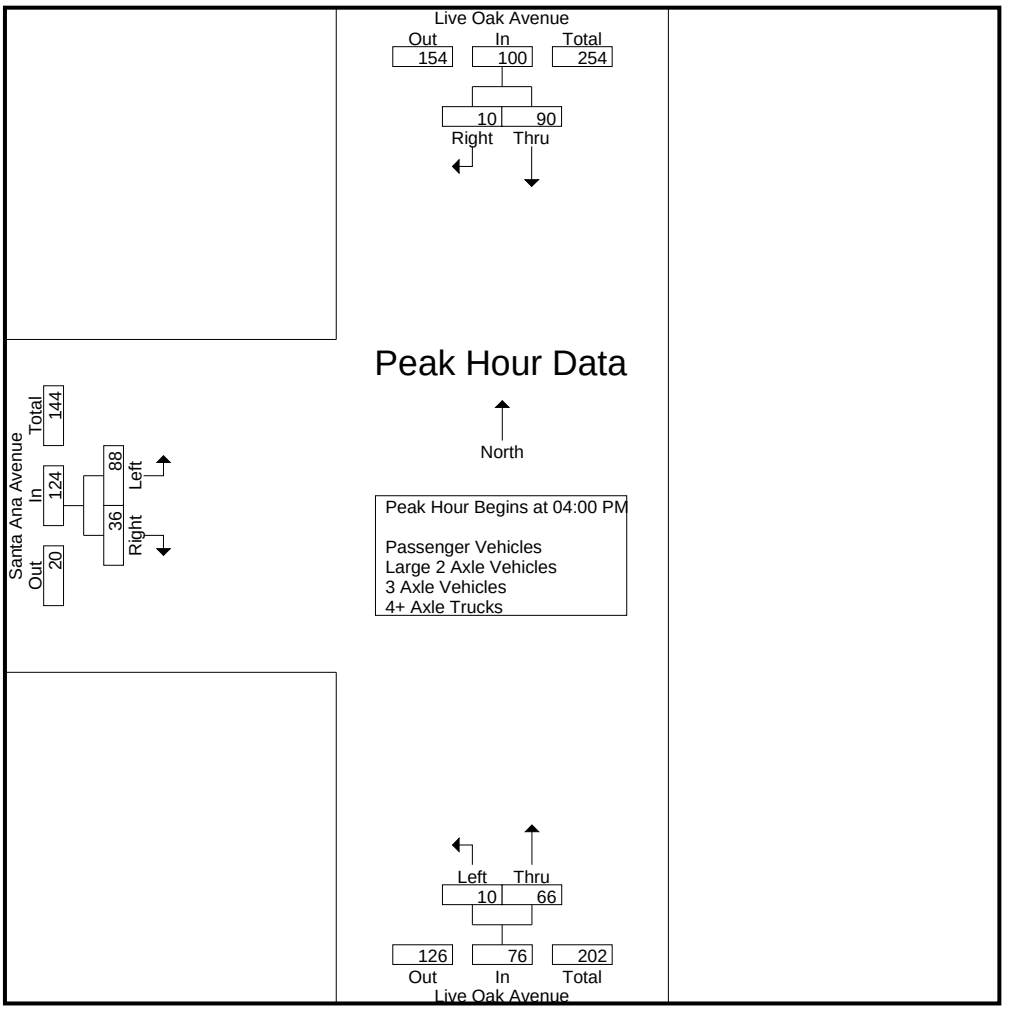
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	19	3	22	3	13	16	23	10	33	71
04:15 PM	19	3	22	5	21	26	15	9	24	72
04:30 PM	32	2	34	1	20	21	32	10	42	97
04:45 PM	20	2	22	1	12	13	18	7	25	60
Total	90	10	100	10	66	76	88	36	124	300
05:00 PM	18	2	20	0	14	14	15	17	32	66
05:15 PM	14	0	14	1	11	12	14	4	18	44
05:30 PM	22	2	24	0	7	7	10	7	17	48
05:45 PM	22	1	23	4	9	13	5	5	10	46
Total	76	5	81	5	41	46	44	33	77	204
Grand Total	166	15	181	15	107	122	132	69	201	504
Apprch %	91.7	8.3		12.3	87.7		65.7	34.3		
Total %	32.9	3	35.9	3	21.2	24.2	26.2	13.7	39.9	
Passenger Vehicles	150	12	162	11	89	100	120	44	164	426
% Passenger Vehicles	90.4	80	89.5	73.3	83.2	82	90.9	63.8	81.6	84.5
Large 2 Axle Vehicles	5	1	6	0	2	2	2	0	2	10
% Large 2 Axle Vehicles	3	6.7	3.3	0	1.9	1.6	1.5	0	1	2
3 Axle Vehicles	2	0	2	0	5	5	5	1	6	13
% 3 Axle Vehicles	1.2	0	1.1	0	4.7	4.1	3.8	1.4	3	2.6
4+ Axle Trucks	9	2	11	4	11	15	5	24	29	55
% 4+ Axle Trucks	5.4	13.3	6.1	26.7	10.3	12.3	3.8	34.8	14.4	10.9

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	19	**3**	22	3	13	16	23	**10**	33	71
04:15 PM	19	3	22	**5**	**21**	**26**	15	9	24	72
04:30 PM	**32**	2	**34**	1	20	21	**32**	10	**42**	**97**
04:45 PM	20	2	22	1	12	13	18	7	25	60
Total Volume	90	10	100	10	66	76	88	36	124	300
% App. Total	90	10		13.2	86.8		71	29		
PHF	.703	.833	.735	.500	.786	.731	.688	.900	.738	.773

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City of Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA PM
Site Code : 221069
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	19	**3**	22	3	13	16	23	**10**	33
+15 mins.	19	3	22	**5**	**21**	**26**	15	9	24
+30 mins.	**32**	2	**34**	1	20	21	**32**	10	**42**
+45 mins.	20	2	22	1	12	13	18	7	25
Total Volume	90	10	100	10	66	76	88	36	124
% App. Total	90	10		13.2	86.8		71	29	
PHF	.703	.833	.735	.500	.786	.731	.688	.900	.738

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City of Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- Passenger Vehicles

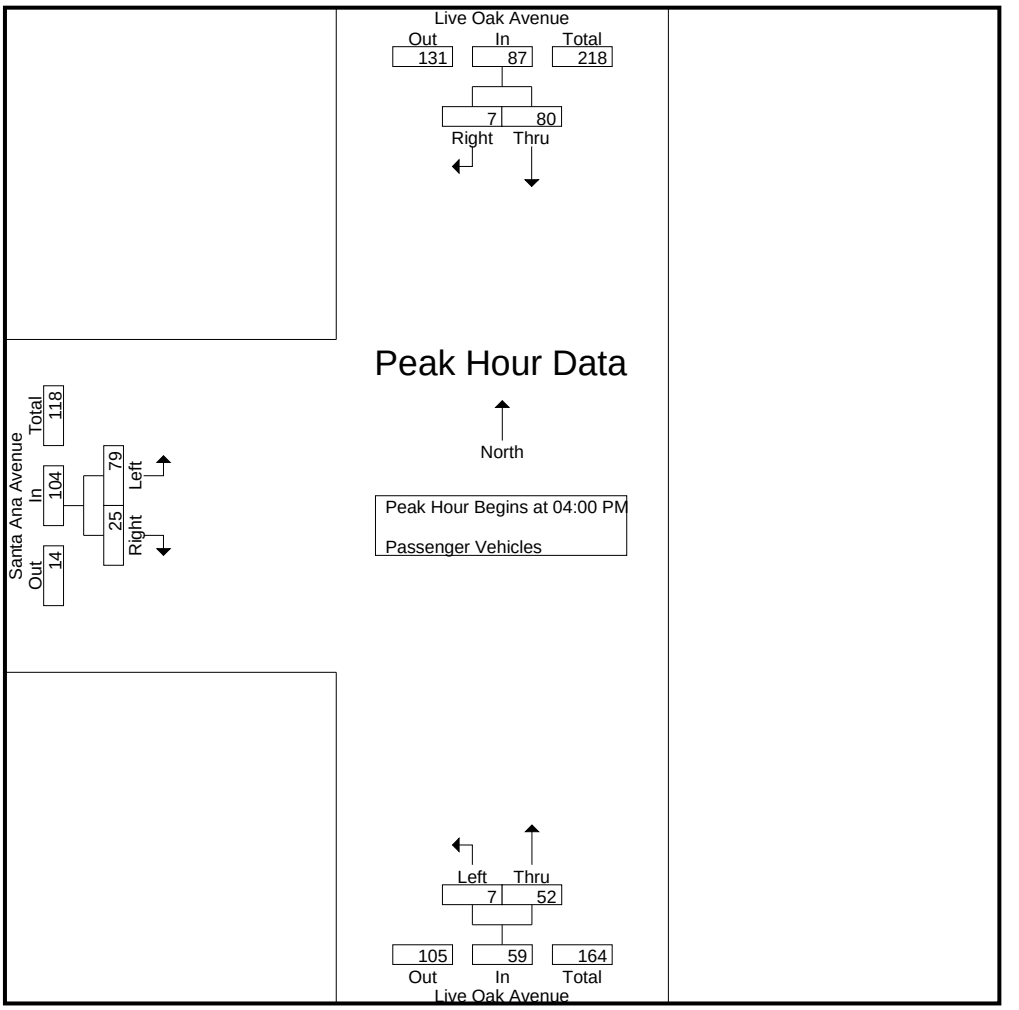
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	17	2	19	2	10	12	19	8	27	58
04:15 PM	16	2	18	3	16	19	14	5	19	56
04:30 PM	31	1	32	1	17	18	28	7	35	85
04:45 PM	16	2	18	1	9	10	18	5	23	51
Total	80	7	87	7	52	59	79	25	104	250
05:00 PM	17	2	19	0	14	14	15	11	26	59
05:15 PM	12	0	12	0	8	8	14	2	16	36
05:30 PM	20	2	22	0	7	7	9	4	13	42
05:45 PM	21	1	22	4	8	12	3	2	5	39
Total	70	5	75	4	37	41	41	19	60	176
Grand Total	150	12	162	11	89	100	120	44	164	426
Apprch %	92.6	7.4		11	89		73.2	26.8		
Total %	35.2	2.8	38	2.6	20.9	23.5	28.2	10.3	38.5	

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	17	**2**	19	2	10	12	19	**8**	27	58
04:15 PM	16	2	18	**3**	16	**19**	14	5	19	56
04:30 PM	**31**	1	**32**	1	**17**	18	**28**	7	**35**	**85**
04:45 PM	16	2	18	1	9	10	18	5	23	51
Total Volume	80	7	87	7	52	59	79	25	104	250
% App. Total	92	8		11.9	88.1		76	24		
PHF	.645	.875	.680	.583	.765	.776	.705	.781	.743	.735

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City of Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	17	**2**	19	2	10	12	19	**8**	27
+15 mins.	16	2	18	**3**	16	**19**	14	5	19
+30 mins.	**31**	1	**32**	1	**17**	18	**28**	7	**35**
+45 mins.	16	2	18	1	9	10	18	5	23
Total Volume	80	7	87	7	52	59	79	25	104
% App. Total	92	8		11.9	88.1		76	24	
PHF	.645	.875	.680	.583	.765	.776	.705	.781	.743

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City of Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

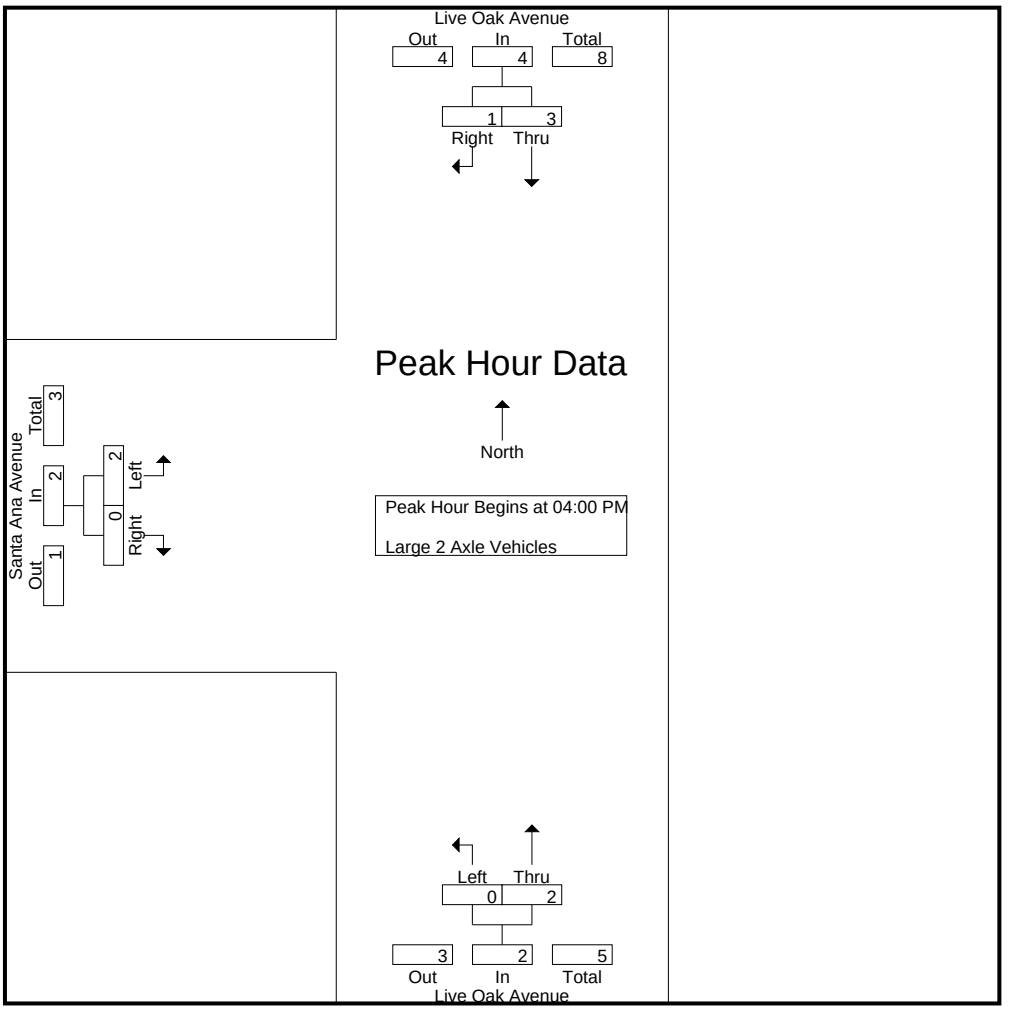
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	2	2	0	0	0	3
04:30 PM	1	1	2	0	0	0	2	0	2	4
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	3	1	4	0	2	2	2	0	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	1	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	2
Grand Total	5	1	6	0	2	2	2	0	2	10
Apprch %	83.3	16.7		0	100		100	0		
Total %	50	10	60	0	20	20	20	0	20	

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	**1**	0	1	0	**2**	**2**	0	0	0	3
04:30 PM	1	**1**	**2**	0	0	0	**2**	0	**2**	**4**
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	3	1	4	0	2	2	2	0	2	8
% App. Total	75	25		0	100		100	0		
PHF	.750	.250	.500	.000	.250	.250	.250	.000	.250	.500

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City of Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	1	0	**2**	**2**	0	0	0
+30 mins.	1	**1**	**2**	0	0	0	**2**	0	**2**
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	3	1	4	0	2	2	2	0	2
% App. Total	75	25		0	100		100	0	
PHF	.750	.250	.500	.000	.250	.250	.250	.000	.250

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City of Fontana
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E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- 3 Axle Vehicles

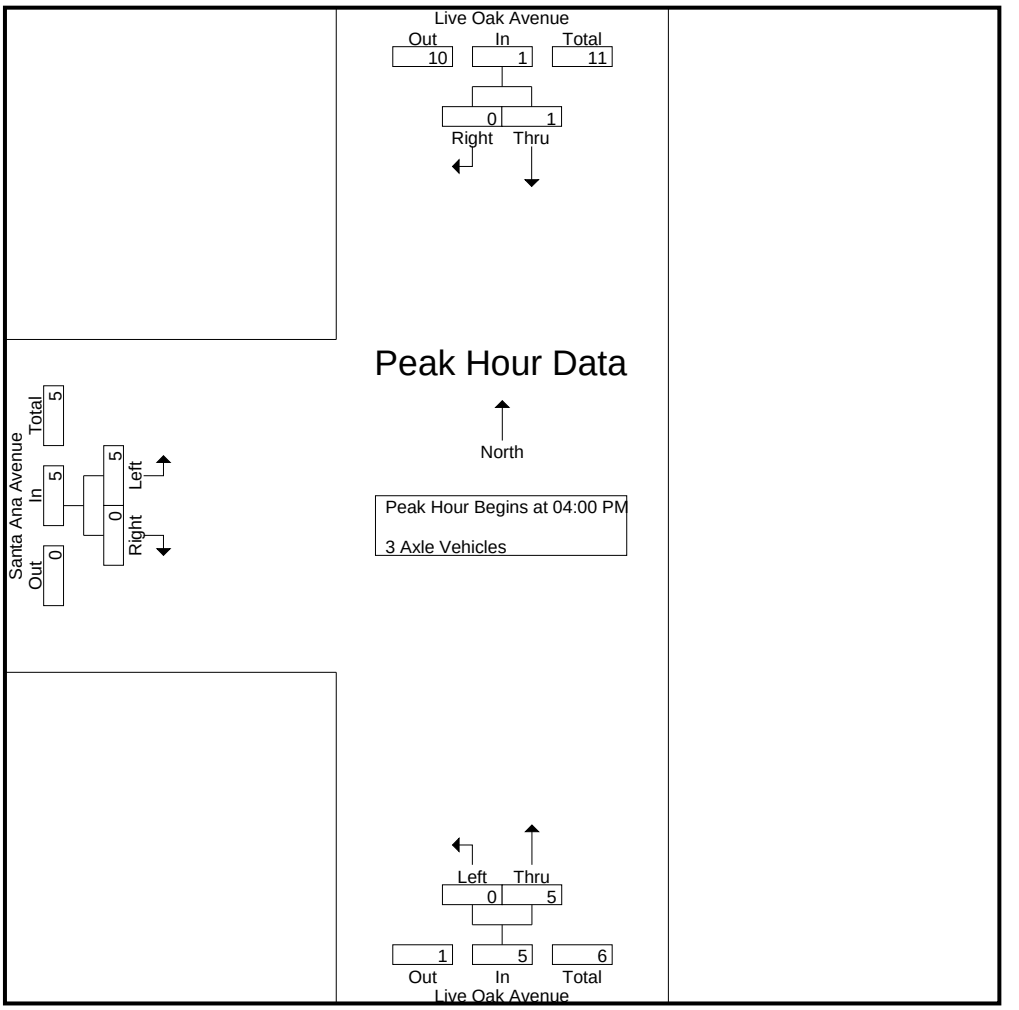
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	2	3	0	3	5
04:15 PM	0	0	0	0	3	3	1	0	1	4
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	5	5	5	0	5	11
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	1	1	2
Grand Total	2	0	2	0	5	5	5	1	6	13
Apprch %	100	0		0	100		83.3	16.7		
Total %	15.4	0	15.4	0	38.5	38.5	38.5	7.7	46.2	

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	2	2	**3**	0	**3**	**5**
04:15 PM	0	0	0	0	**3**	**3**	1	0	1	4
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	**1**	0	**1**	0	0	0	0	0	0	1
Total Volume	1	0	1	0	5	5	5	0	5	11
% App. Total	100	0		0	100		100	0		
PHF	.250	.000	.250	.000	.417	.417	.417	.000	.417	.550

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City of Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	2	2	**3**	0	**3**
+15 mins.	0	0	0	0	**3**	**3**	1	0	1
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	**1**	0	**1**	0	0	0	0	0	0
Total Volume	1	0	1	0	5	5	5	0	5
% App. Total	100	0		0	100		100	0	
PHF	.250	.000	.250	.000	.417	.417	.417	.000	.417

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City of Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- 4+ Axle Trucks

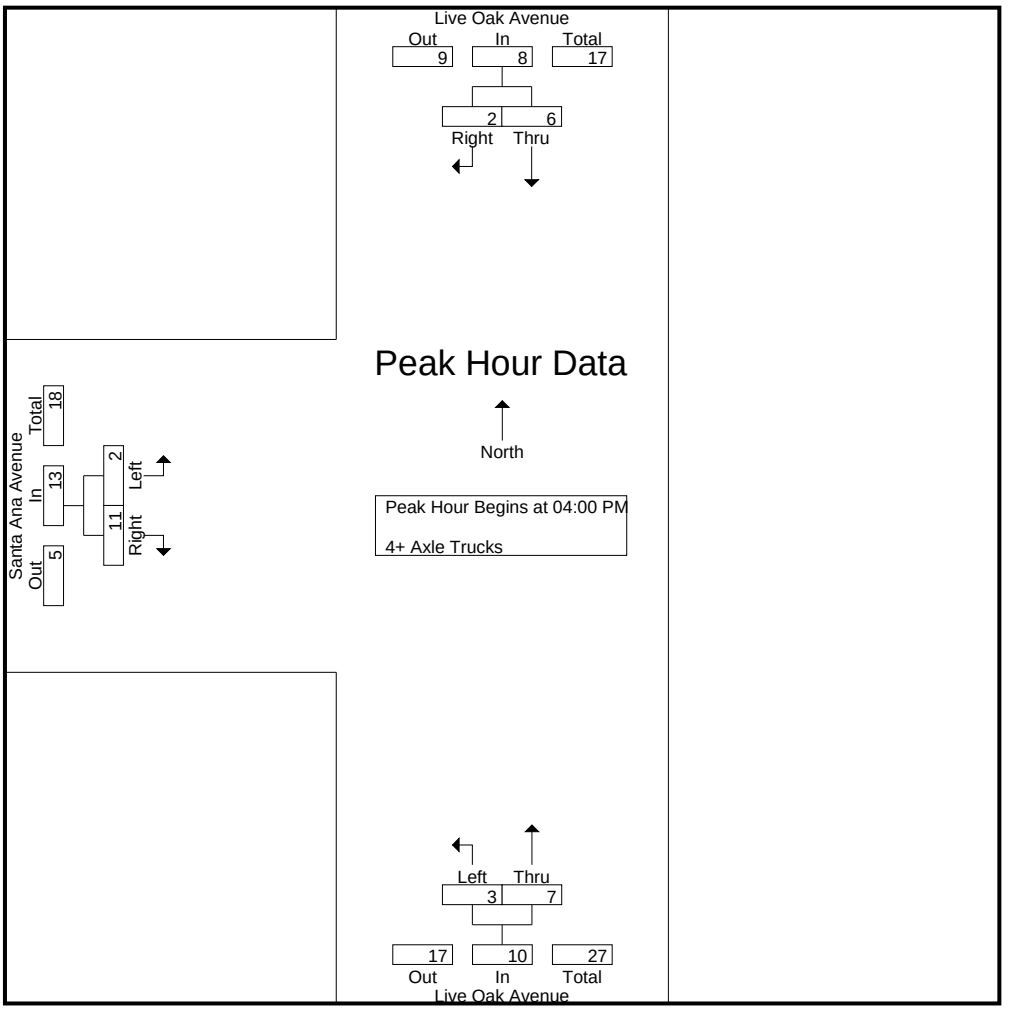
	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	2	1	3	1	1	2	1	2	3	8
04:15 PM	2	1	3	2	0	2	0	4	4	9
04:30 PM	0	0	0	0	3	3	1	3	4	7
04:45 PM	2	0	2	0	3	3	0	2	2	7
Total	6	2	8	3	7	10	2	11	13	31
05:00 PM	1	0	1	0	0	0	0	5	5	6
05:15 PM	1	0	1	1	3	4	0	2	2	7
05:30 PM	1	0	1	0	0	0	1	3	4	5
05:45 PM	0	0	0	0	1	1	2	3	5	6
Total	3	0	3	1	4	5	3	13	16	24
Grand Total	9	2	11	4	11	15	5	24	29	55
Apprch %	81.8	18.2		26.7	73.3		17.2	82.8		
Total %	16.4	3.6	20	7.3	20	27.3	9.1	43.6	52.7	

	Live Oak Avenue Southbound			Live Oak Avenue Northbound			Santa Ana Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**2**	**1**	**3**	1	1	2	**1**	2	3	8
04:15 PM	2	1	3	**2**	0	2	0	**4**	**4**	**9**
04:30 PM	0	0	0	0	**3**	**3**	1	3	4	7
04:45 PM	2	0	2	0	3	3	0	2	2	7
Total Volume	6	2	8	3	7	10	2	11	13	31
% App. Total	75	25		30	70		15.4	84.6		
PHF	.750	.500	.667	.375	.583	.833	.500	.688	.813	.861

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City of Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 06_FON_LO_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**2**	**1**	**3**	1	1	2	**1**	2	3
+15 mins.	2	1	3	**2**	0	2	0	**4**	**4**
+30 mins.	0	0	0	0	**3**	**3**	1	3	4
+45 mins.	2	0	2	0	3	3	0	2	2
Total Volume	6	2	8	3	7	10	2	11	13
% App. Total	75	25		30	70		15.4	84.6	
PHF	.750	.500	.667	.375	.583	.833	.500	.688	.813

Location: Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Live Oak Avenue	East Leg Train Tracks	South Leg Live Oak Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Live Oak Avenue	East Leg Train Tracks	South Leg Live Oak Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	4	0	0	1	5
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	0	0	1	5

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Location: Fontana
N/S: Live Oak Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Live Oak Avenue			Westbound Train Tracks			Northbound Live Oak Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Live Oak Avenue			Westbound Train Tracks			Northbound Live Oak Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

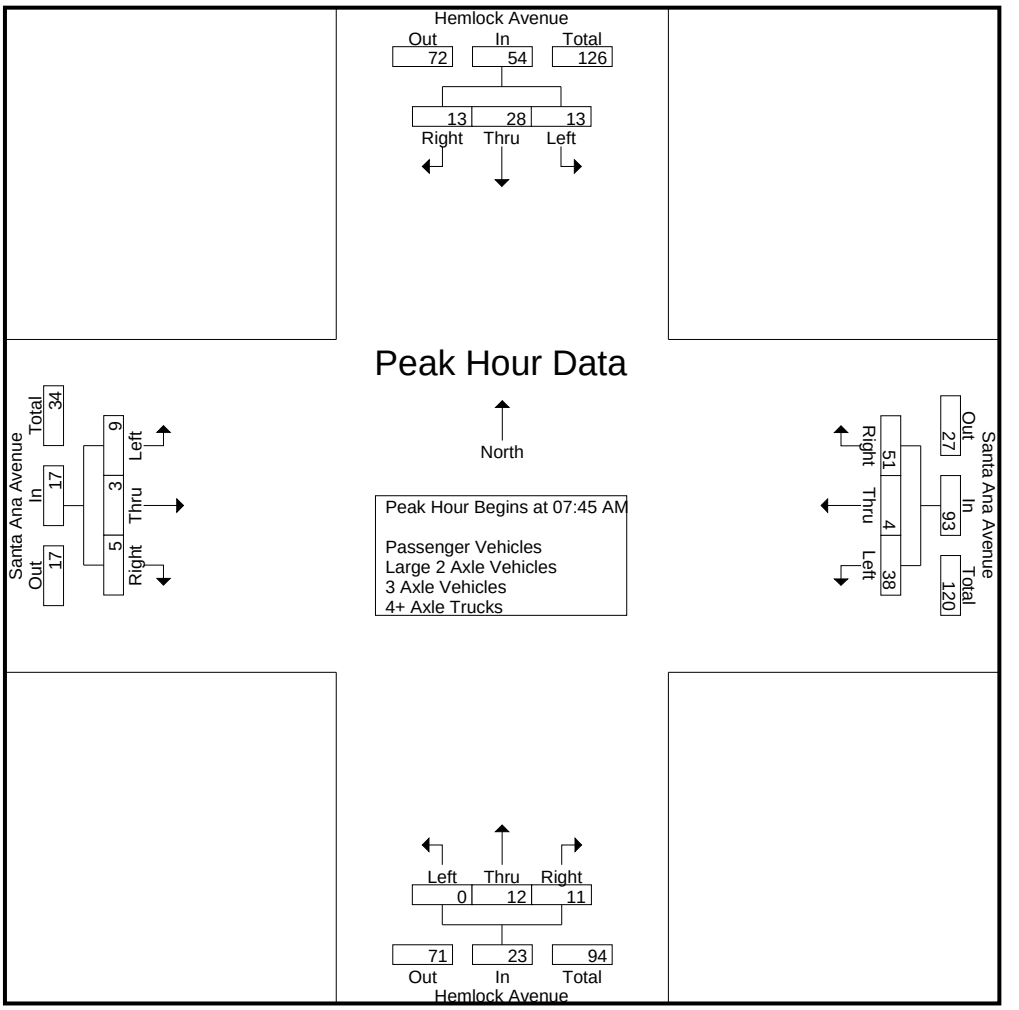
	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	21	2	24	12	3	4	19	1	3	1	5	0	0	2	2	50
07:15 AM	3	10	2	15	14	1	8	23	0	4	1	5	3	3	0	6	49
07:30 AM	1	4	0	5	15	2	10	27	0	3	1	4	1	1	0	2	38
07:45 AM	4	9	2	15	17	1	10	28	0	3	1	4	1	1	0	2	49
Total	9	44	6	59	58	7	32	97	1	13	4	18	5	5	2	12	186
08:00 AM	0	8	4	12	10	1	9	20	0	5	4	9	4	1	1	6	47
08:15 AM	4	8	3	15	8	2	16	26	0	3	2	5	2	0	1	3	49
08:30 AM	5	3	4	12	3	0	16	19	0	1	4	5	2	1	3	6	42
08:45 AM	9	6	6	21	8	2	11	21	0	0	1	1	1	2	1	4	47
Total	18	25	17	60	29	5	52	86	0	9	11	20	9	4	6	19	185
Grand Total	27	69	23	119	87	12	84	183	1	22	15	38	14	9	8	31	371
Apprch %	22.7	58	19.3		47.5	6.6	45.9		2.6	57.9	39.5		45.2	29	25.8		
Total %	7.3	18.6	6.2	32.1	23.5	3.2	22.6	49.3	0.3	5.9	4	10.2	3.8	2.4	2.2	8.4	
Passenger Vehicles	23	57	19	99	77	6	79	162	1	15	13	29	8	3	8	19	309
% Passenger Vehicles	85.2	82.6	82.6	83.2	88.5	50	94	88.5	100	68.2	86.7	76.3	57.1	33.3	100	61.3	83.3
Large 2 Axle Vehicles	0	2	1	3	5	1	0	6	0	2	0	2	1	2	0	3	14
% Large 2 Axle Vehicles	0	2.9	4.3	2.5	5.7	8.3	0	3.3	0	9.1	0	5.3	7.1	22.2	0	9.7	3.8
3 Axle Vehicles	2	3	1	6	3	0	1	4	0	1	0	1	0	1	0	1	12
% 3 Axle Vehicles	7.4	4.3	4.3	5	3.4	0	1.2	2.2	0	4.5	0	2.6	0	11.1	0	3.2	3.2
4+ Axle Trucks	2	7	2	11	2	5	4	11	0	4	2	6	5	3	0	8	36
% 4+ Axle Trucks	7.4	10.1	8.7	9.2	2.3	41.7	4.8	6	0	18.2	13.3	15.8	35.7	33.3	0	25.8	9.7

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	**9**	2	**15**	**17**	1	10	**28**	0	3	1	4	1	**1**	0	2	**49**
08:00 AM	0	8	**4**	12	10	1	9	20	0	**5**	**4**	**9**	**4**	1	1	**6**	47
08:15 AM	4	8	3	15	8	**2**	**16**	26	0	3	2	5	2	0	1	3	49
08:30 AM	**5**	3	4	12	3	0	16	19	0	1	4	5	2	1	**3**	6	42
Total Volume	13	28	13	54	38	4	51	93	0	12	11	23	9	3	5	17	187
% App. Total	24.1	51.9	24.1		40.9	4.3	54.8		0	52.2	47.8		52.9	17.6	29.4		
PHF	.650	.778	.813	.900	.559	.500	.797	.830	.000	.600	.688	.639	.563	.750	.417	.708	.954

Counts Unlimited, Inc.
PO Box 1178
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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	0	**8**	4	12	15	**2**	10	27	0	3	1	4	**4**	1	1	**6**
+15 mins.	4	8	3	15	**17**	1	10	**28**	0	**5**	**4**	**9**	2	0	1	3
+30 mins.	5	3	4	12	10	1	9	20	0	3	2	5	2	1	**3**	6
+45 mins.	**9**	6	**6**	**21**	8	2	**16**	26	0	1	4	5	1	**2**	1	4
Total Volume	18	25	17	60	50	6	45	101	0	12	11	23	9	4	6	19
% App. Total	30	41.7	28.3		49.5	5.9	44.6		0	52.2	47.8		47.4	21.1	31.6	
PHF	.500	.781	.708	.714	.735	.750	.703	.902	.000	.600	.688	.639	.563	.500	.500	.792

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

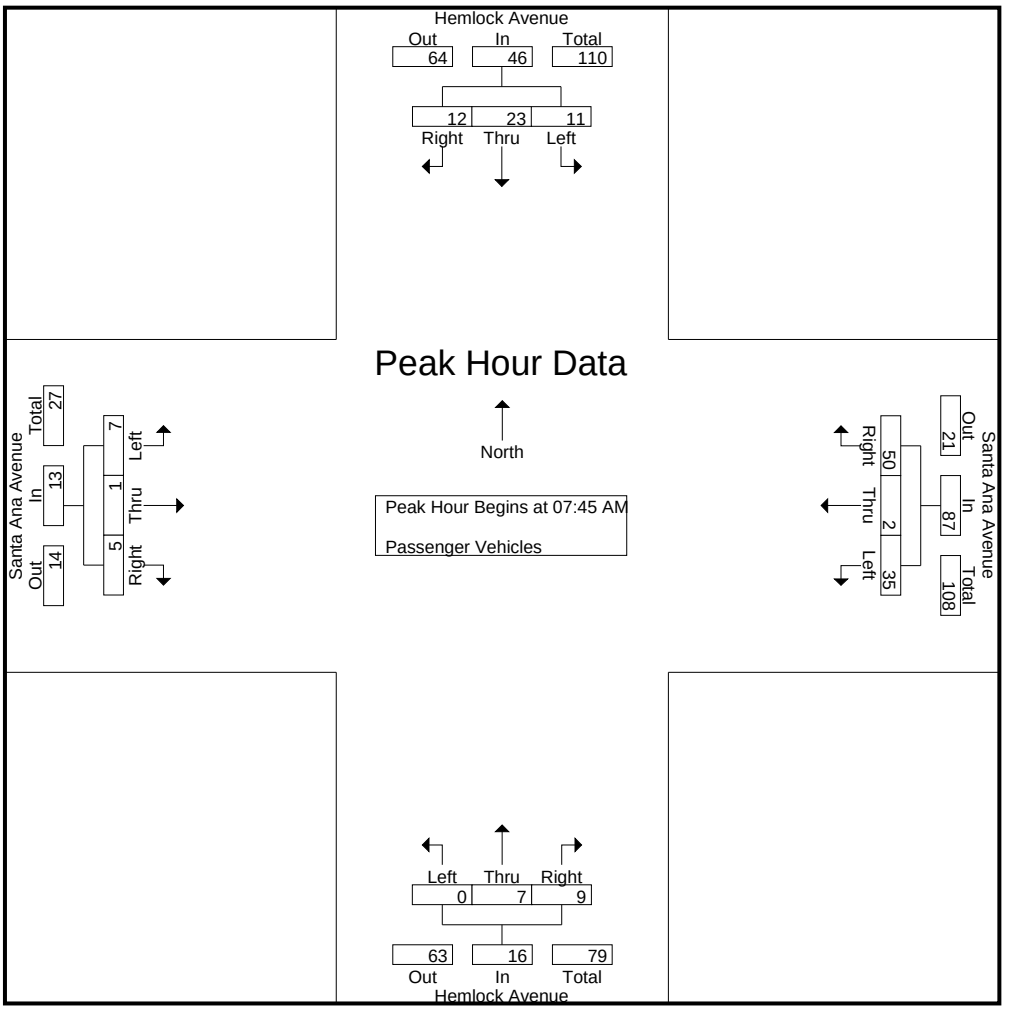
	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	18	2	21	11	1	4	16	1	3	1	5	0	0	2	2	44
07:15 AM	2	8	2	12	11	1	6	18	0	3	1	4	1	0	0	1	35
07:30 AM	1	4	0	5	14	0	9	23	0	2	1	3	0	1	0	1	32
07:45 AM	4	8	2	14	16	1	10	27	0	2	1	3	1	0	0	1	45
Total	8	38	6	52	52	3	29	84	1	10	4	15	2	1	2	5	156
08:00 AM	0	8	4	12	10	0	9	19	0	3	3	6	3	0	1	4	41
08:15 AM	4	5	2	11	7	1	15	23	0	2	2	4	1	0	1	2	40
08:30 AM	3	2	4	9	2	0	16	18	0	0	3	3	2	1	3	6	36
08:45 AM	8	4	3	15	6	2	10	18	0	0	1	1	0	1	1	2	36
Total	15	19	13	47	25	3	50	78	0	5	9	14	6	2	6	14	153
Grand Total	23	57	19	99	77	6	79	162	1	15	13	29	8	3	8	19	309
Apprch %	23.2	57.6	19.2		47.5	3.7	48.8		3.4	51.7	44.8		42.1	15.8	42.1		
Total %	7.4	18.4	6.1	32	24.9	1.9	25.6	52.4	0.3	4.9	4.2	9.4	2.6	1	2.6	6.1	

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**4**	**8**	2	**14**	**16**	**1**	10	**27**	0	2	1	3	1	0	0	1	**45**
08:00 AM	0	8	**4**	12	10	0	9	19	0	**3**	**3**	**6**	**3**	0	1	4	41
08:15 AM	4	5	2	11	7	1	15	23	0	2	2	4	1	0	1	2	40
08:30 AM	3	2	4	9	2	0	**16**	18	0	0	3	3	2	**1**	**3**	**6**	36
Total Volume	11	23	12	46	35	2	50	87	0	7	9	16	7	1	5	13	162
% App. Total	23.9	50	26.1		40.2	2.3	57.5		0	43.8	56.2		53.8	7.7	38.5		
PHF	.688	.719	.750	.821	.547	.500	.781	.806	.000	.583	.750	.667	.583	.250	.417	.542	.900

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**4**	**8**	2	**14**	**16**	**1**	10	**27**	0	2	1	3	1	0	0	1
+15 mins.	0	8	**4**	12	10	0	9	19	0	**3**	**3**	**6**	**3**	0	1	4
+30 mins.	4	5	2	11	7	1	15	23	0	2	2	4	1	0	1	2
+45 mins.	3	2	4	9	2	0	**16**	18	0	0	3	3	2	**1**	**3**	**6**
Total Volume	11	23	12	46	35	2	50	87	0	7	9	16	7	1	5	13
% App. Total	23.9	50	26.1		40.2	2.3	57.5		0	43.8	56.2		53.8	7.7	38.5	
PHF	.688	.719	.750	.821	.547	.500	.781	.806	.000	.583	.750	.667	.583	.250	.417	.542

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

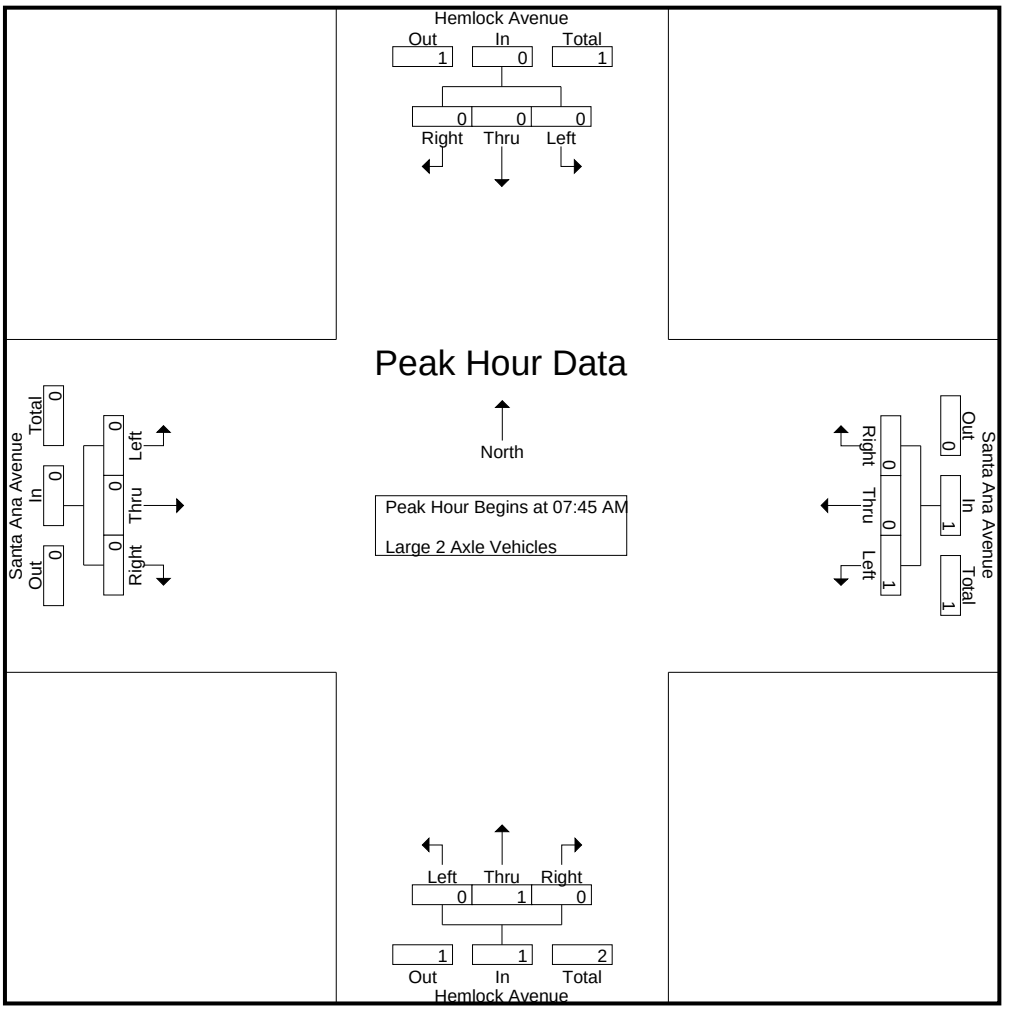
	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	1	2	0	3	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	1	0	4	0	1	0	1	1	2	0	3	8
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	1	3	2	0	0	2	0	0	0	0	0	0	0	0	5
Total	0	2	1	3	2	0	0	2	0	1	0	1	0	0	0	0	6
Grand Total	0	2	1	3	5	1	0	6	0	2	0	2	1	2	0	3	14
Apprch %	0	66.7	33.3		83.3	16.7	0		0	100	0		33.3	66.7	0		
Total %	0	14.3	7.1	21.4	35.7	7.1	0	42.9	0	14.3	0	14.3	7.1	14.3	0	21.4	

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
% App. Total	0	0	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

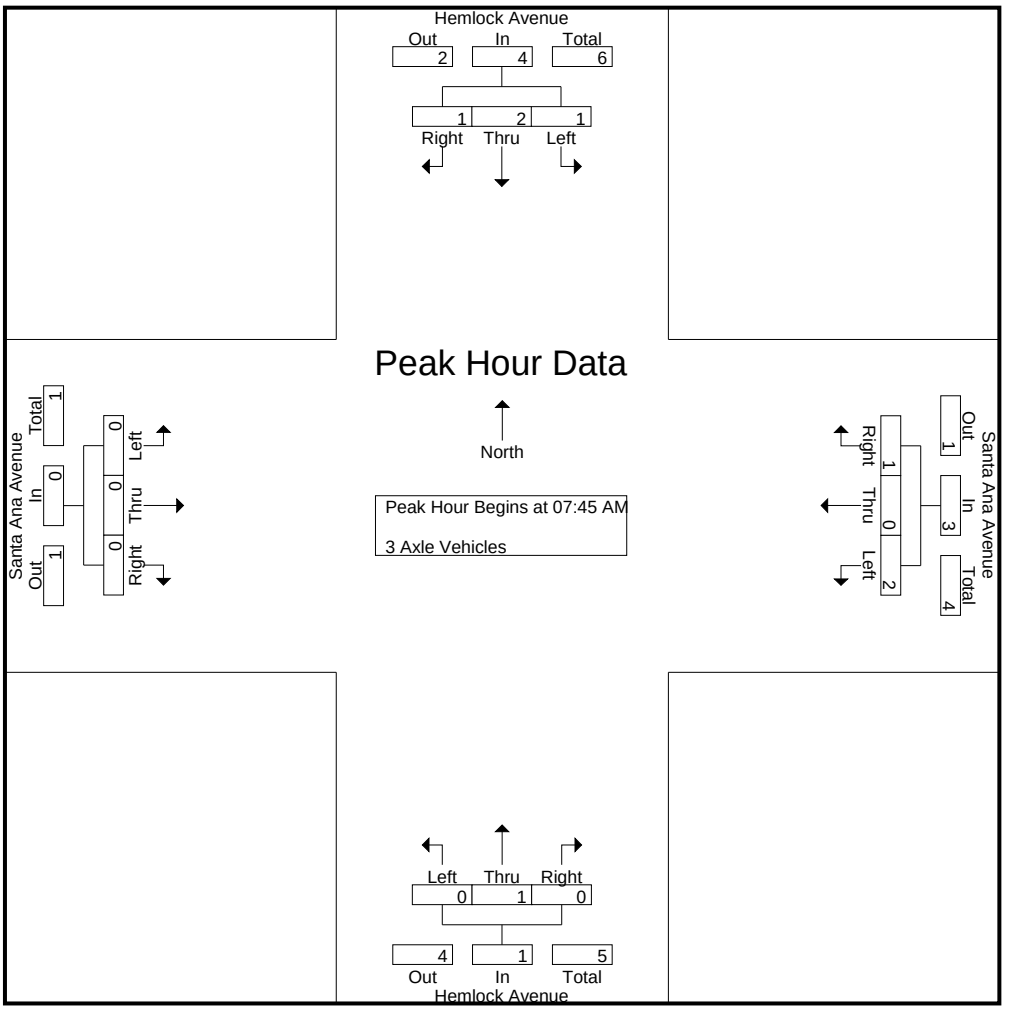
	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	0	1	0	1	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	2	1	0	1	2	0	0	0	0	0	0	0	0	4
08:30 AM	1	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	2	1	5	2	0	1	3	0	0	0	0	0	0	0	0	8
Grand Total	2	3	1	6	3	0	1	4	0	1	0	1	0	1	0	1	12
Apprch %	33.3	50	16.7		75	0	25		0	100	0		0	100	0		
Total %	16.7	25	8.3	50	25	0	8.3	33.3	0	8.3	0	8.3	0	8.3	0	8.3	

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	**1**	**2**	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	**4**
08:30 AM	**1**	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Total Volume	1	2	1	4	2	0	1	3	0	1	0	1	0	0	0	0	8
% App. Total	25	50	25		66.7	0	33.3		0	100	0		0	0	0		
PHF	.250	.500	.250	.500	.500	.000	.250	.375	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	**1**	**2**	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0
+45 mins.	**1**	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	1	2	1	4	2	0	1	3	0	1	0	1	0	0	0	0
% App. Total	25	50	25		66.7	0	33.3		0	100	0		0	0	0	
PHF	.250	.500	.250	.500	.500	.000	.250	.375	.000	.250	.000	.250	.000	.000	.000	.000

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

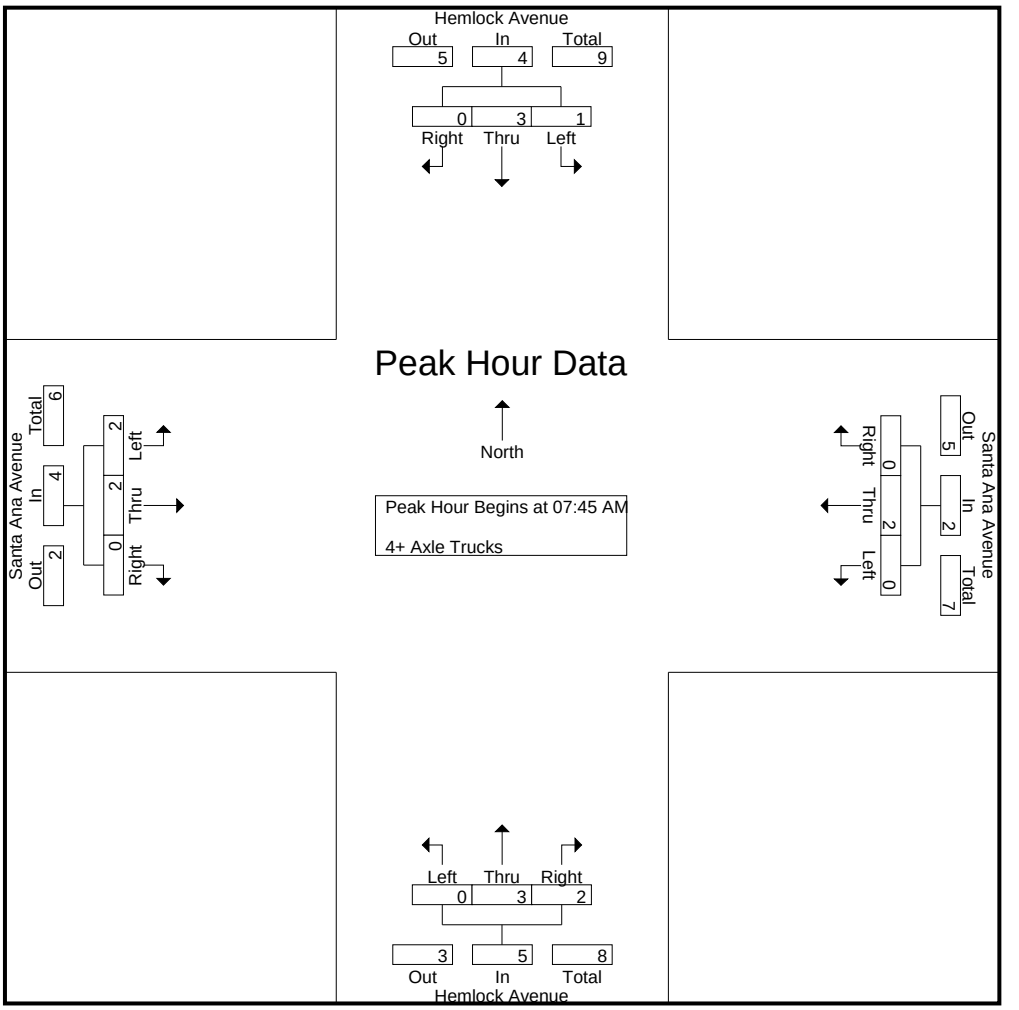
	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:15 AM	1	2	0	3	1	0	2	3	0	0	0	0	1	0	0	1	7
07:30 AM	0	0	0	0	1	2	1	4	0	1	0	1	1	0	0	1	6
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	5	0	6	2	3	3	8	0	1	0	1	2	1	0	3	18
08:00 AM	0	0	0	0	0	1	0	1	0	1	1	2	1	1	0	2	5
08:15 AM	0	2	0	2	0	1	0	1	0	1	0	1	1	0	0	1	5
08:30 AM	1	0	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
08:45 AM	0	0	2	2	0	0	1	1	0	0	0	0	1	1	0	2	5
Total	1	2	2	5	0	2	1	3	0	3	2	5	3	2	0	5	18
Grand Total	2	7	2	11	2	5	4	11	0	4	2	6	5	3	0	8	36
Apprch %	18.2	63.6	18.2		18.2	45.5	36.4		0	66.7	33.3		62.5	37.5	0		
Total %	5.6	19.4	5.6	30.6	5.6	13.9	11.1	30.6	0	11.1	5.6	16.7	13.9	8.3	0	22.2	

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	1	2
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	**1**	**1**	**2**	**1**	1	0	**2**	**5**
08:15 AM	0	**2**	0	**2**	0	1	0	1	0	1	0	1	1	0	0	1	5
08:30 AM	**1**	0	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
Total Volume	1	3	0	4	0	2	0	2	0	3	2	5	2	2	0	4	15
% App. Total	25	75	0		0	100	0		0	60	40		50	50	0		
PHF	.250	.375	.000	.500	.000	.500	.000	.500	.000	.750	.500	.625	.500	.500	.000	.500	.750

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	1
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	**1**	**1**	**2**	**1**	1	0	**2**
+30 mins.	0	**2**	0	**2**	0	1	0	1	0	1	0	1	1	0	0	1
+45 mins.	**1**	0	0	1	0	0	0	0	0	1	1	2	0	0	0	0
Total Volume	1	3	0	4	0	2	0	2	0	3	2	5	2	2	0	4
% App. Total	25	75	0		0	100	0		0	60	40		50	50	0	
PHF	.250	.375	.000	.500	.000	.500	.000	.500	.000	.750	.500	.625	.500	.500	.000	.500

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City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

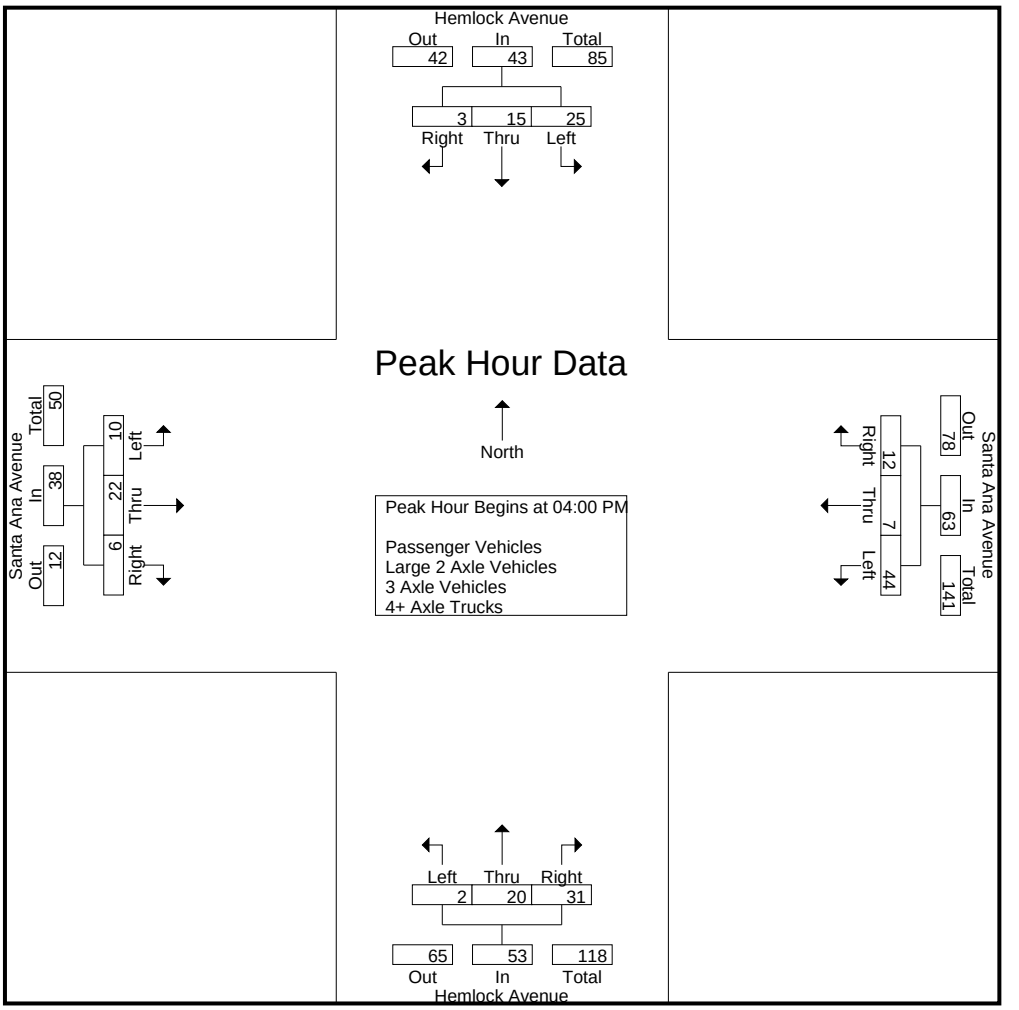
	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	8	1	13	14	2	3	19	0	10	12	22	2	5	1	8	62
04:15 PM	5	0	1	6	8	2	3	13	1	4	7	12	1	7	3	11	42
04:30 PM	6	2	1	9	14	1	5	20	0	0	7	7	6	8	1	15	51
04:45 PM	10	5	0	15	8	2	1	11	1	6	5	12	1	2	1	4	42
Total	25	15	3	43	44	7	12	63	2	20	31	53	10	22	6	38	197
05:00 PM	3	0	0	3	10	3	2	15	0	1	7	8	1	3	1	5	31
05:15 PM	4	2	2	8	6	1	4	11	0	4	2	6	1	2	2	5	30
05:30 PM	7	3	1	11	8	0	0	8	0	3	3	6	1	0	0	1	26
05:45 PM	2	3	0	5	6	4	2	12	0	1	1	2	0	3	4	7	26
Total	16	8	3	27	30	8	8	46	0	9	13	22	3	8	7	18	113
Grand Total	41	23	6	70	74	15	20	109	2	29	44	75	13	30	13	56	310
Apprch %	58.6	32.9	8.6		67.9	13.8	18.3		2.7	38.7	58.7		23.2	53.6	23.2		
Total %	13.2	7.4	1.9	22.6	23.9	4.8	6.5	35.2	0.6	9.4	14.2	24.2	4.2	9.7	4.2	18.1	
Passenger Vehicles	37	16	4	57	67	14	16	97	2	22	41	65	10	26	11	47	266
% Passenger Vehicles	90.2	69.6	66.7	81.4	90.5	93.3	80	89	100	75.9	93.2	86.7	76.9	86.7	84.6	83.9	85.8
Large 2 Axle Vehicles	0	2	0	2	1	0	0	1	0	2	2	4	1	1	2	4	11
% Large 2 Axle Vehicles	0	8.7	0	2.9	1.4	0	0	0.9	0	6.9	4.5	5.3	7.7	3.3	15.4	7.1	3.5
3 Axle Vehicles	3	2	0	5	2	0	2	4	0	1	0	1	0	0	0	0	10
% 3 Axle Vehicles	7.3	8.7	0	7.1	2.7	0	10	3.7	0	3.4	0	1.3	0	0	0	0	3.2
4+ Axle Trucks	1	3	2	6	4	1	2	7	0	4	1	5	2	3	0	5	23
% 4+ Axle Trucks	2.4	13	33.3	8.6	5.4	6.7	10	6.4	0	13.8	2.3	6.7	15.4	10	0	8.9	7.4

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	**8**	**1**	13	**14**	**2**	3	19	0	**10**	**12**	**22**	2	5	1	8	**62**
04:15 PM	5	0	1	6	8	2	3	13	**1**	4	7	12	1	7	**3**	11	42
04:30 PM	6	2	1	9	14	1	**5**	**20**	0	0	7	7	**6**	**8**	1	**15**	51
04:45 PM	**10**	5	0	**15**	8	2	1	11	1	6	5	12	1	2	1	4	42
Total Volume	25	15	3	43	44	7	12	63	2	20	31	53	10	22	6	38	197
% App. Total	58.1	34.9	7		69.8	11.1	19		3.8	37.7	58.5		26.3	57.9	15.8		
PHF	.625	.469	.750	.717	.786	.875	.600	.788	.500	.500	.646	.602	.417	.688	.500	.633	.794

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	4	**8**	**1**	13	**14**	**2**	3	19	0	**10**	**12**	**22**	2	5	1	8
+15 mins.	5	0	1	6	8	2	3	13	**1**	4	7	12	1	7	**3**	11
+30 mins.	6	2	1	9	14	1	**5**	**20**	0	0	7	7	**6**	**8**	1	**15**
+45 mins.	**10**	5	0	**15**	8	2	1	11	1	6	5	12	1	2	1	4
Total Volume	25	15	3	43	44	7	12	63	2	20	31	53	10	22	6	38
% App. Total	58.1	34.9	7		69.8	11.1	19		3.8	37.7	58.5		26.3	57.9	15.8	
PHF	.625	.469	.750	.717	.786	.875	.600	.788	.500	.500	.646	.602	.417	.688	.500	.633

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Groups Printed- Passenger Vehicles

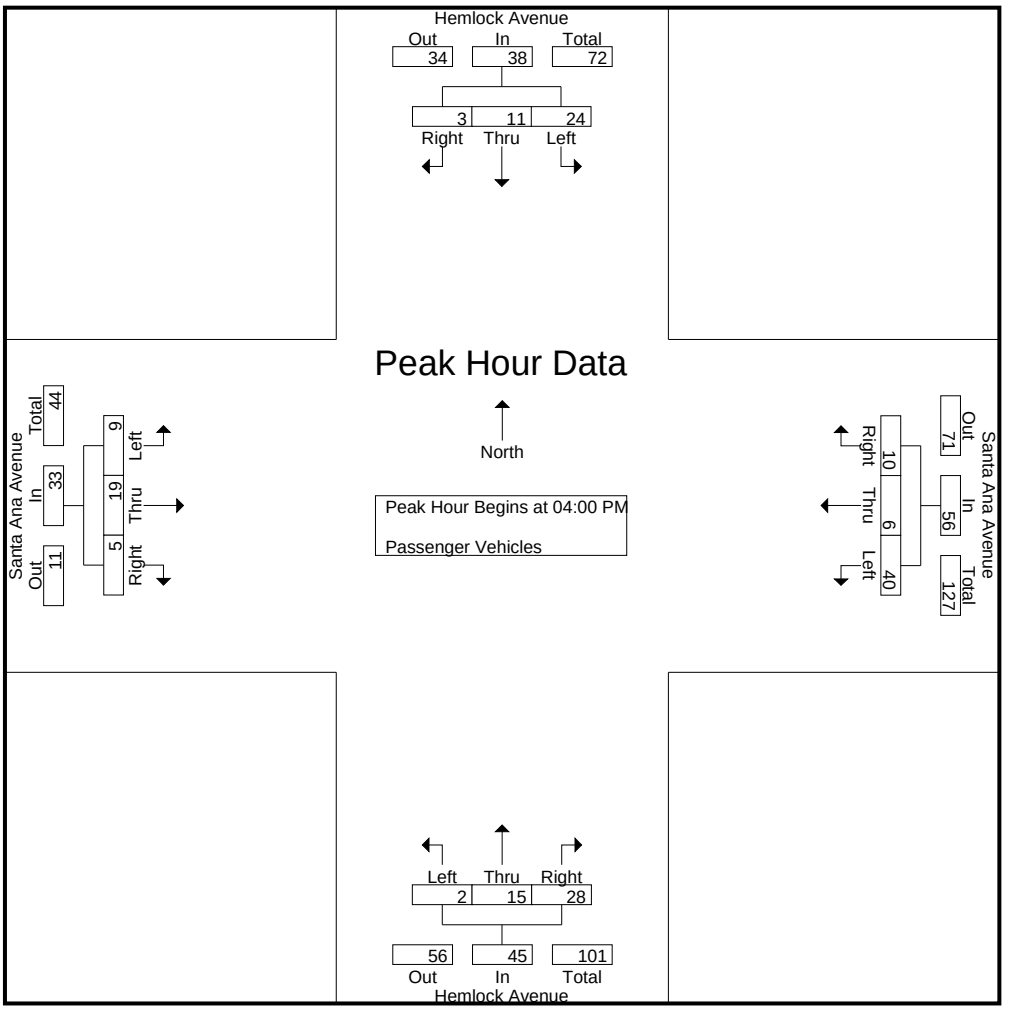
	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	4	1	9	14	1	2	17	0	9	12	21	2	4	1	7	54
04:15 PM	4	0	1	5	5	2	2	9	1	3	6	10	0	6	2	8	32
04:30 PM	6	2	1	9	13	1	5	19	0	0	7	7	6	7	1	14	49
04:45 PM	10	5	0	15	8	2	1	11	1	3	3	7	1	2	1	4	37
Total	24	11	3	38	40	6	10	56	2	15	28	45	9	19	5	33	172
05:00 PM	3	0	0	3	8	3	1	12	0	1	7	8	0	2	1	3	26
05:15 PM	4	1	1	6	6	1	3	10	0	3	2	5	1	2	2	5	26
05:30 PM	4	1	0	5	7	0	0	7	0	2	3	5	0	0	0	0	17
05:45 PM	2	3	0	5	6	4	2	12	0	1	1	2	0	3	3	6	25
Total	13	5	1	19	27	8	6	41	0	7	13	20	1	7	6	14	94
Grand Total	37	16	4	57	67	14	16	97	2	22	41	65	10	26	11	47	266
Apprch %	64.9	28.1	7		69.1	14.4	16.5		3.1	33.8	63.1		21.3	55.3	23.4		
Total %	13.9	6	1.5	21.4	25.2	5.3	6	36.5	0.8	8.3	15.4	24.4	3.8	9.8	4.1	17.7	

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	4	**1**	9	**14**	1	2	17	0	**9**	**12**	**21**	2	4	1	7	**54**
04:15 PM	4	0	1	5	5	**2**	2	9	**1**	3	6	10	0	6	**2**	8	32
04:30 PM	6	2	1	9	13	1	**5**	**19**	0	0	7	7	**6**	**7**	1	**14**	49
04:45 PM	**10**	**5**	0	**15**	8	2	1	11	1	3	3	7	1	2	1	4	37
Total Volume	24	11	3	38	40	6	10	56	2	15	28	45	9	19	5	33	172
% App. Total	63.2	28.9	7.9		71.4	10.7	17.9		4.4	33.3	62.2		27.3	57.6	15.2		
PHF	.600	.550	.750	.633	.714	.750	.500	.737	.500	.417	.583	.536	.375	.679	.625	.589	.796

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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	4	4	**1**	9	**14**	1	2	17	0	**9**	**12**	**21**	2	4	1	7
+15 mins.	4	0	1	5	5	**2**	2	9	**1**	3	6	10	0	6	**2**	8
+30 mins.	6	2	1	9	13	1	**5**	**19**	0	0	7	7	**6**	**7**	1	**14**
+45 mins.	**10**	**5**	0	**15**	8	2	1	11	1	3	3	7	1	2	1	4
Total Volume	24	11	3	38	40	6	10	56	2	15	28	45	9	19	5	33
% App. Total	63.2	28.9	7.9		71.4	10.7	17.9		4.4	33.3	62.2		27.3	57.6	15.2	
PHF	.600	.550	.750	.633	.714	.750	.500	.737	.500	.417	.583	.536	.375	.679	.625	.589

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Groups Printed- Large 2 Axle Vehicles

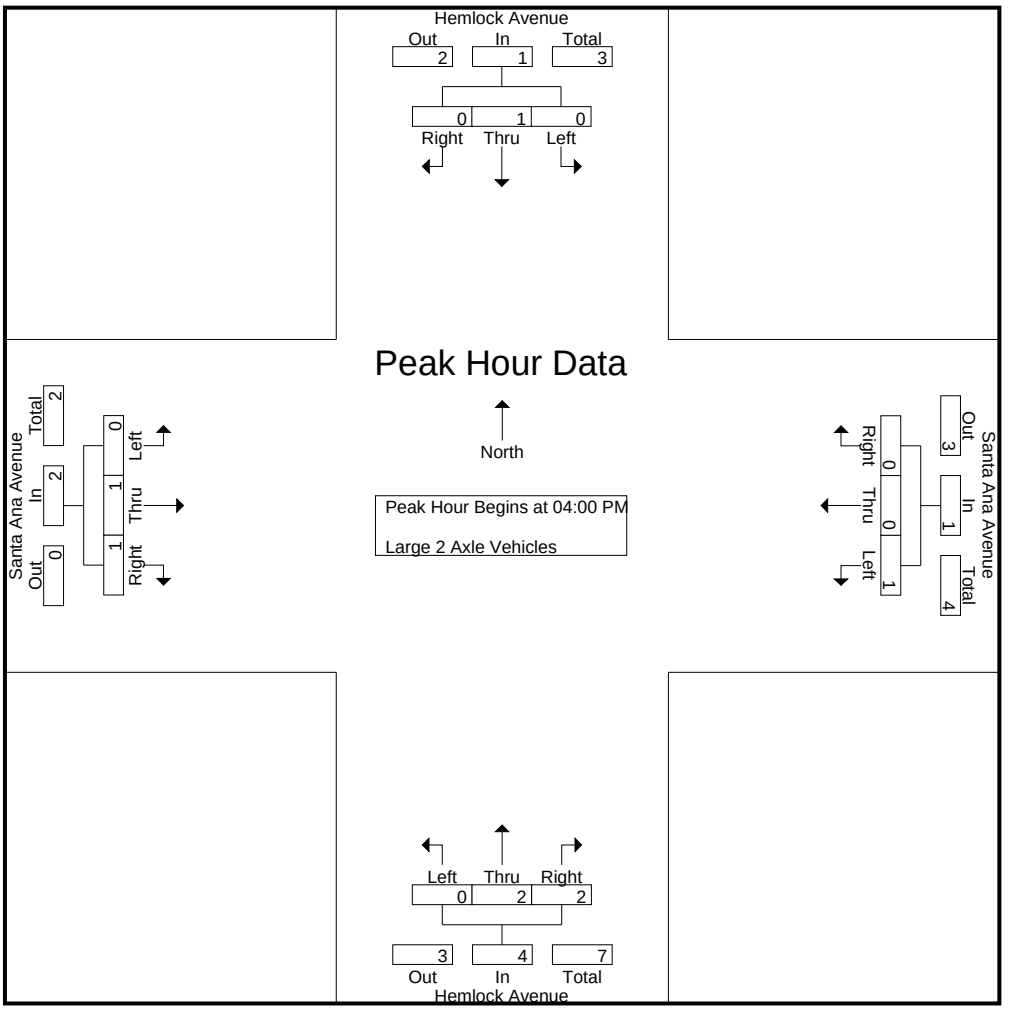
	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
Total	0	1	0	1	1	0	0	1	0	2	2	4	0	1	1	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
Grand Total	0	2	0	2	1	0	0	1	0	2	2	4	1	1	2	4	11
Apprch %	0	100	0		100	0	0		0	50	50		25	25	50		
Total %	0	18.2	0	18.2	9.1	0	0	9.1	0	18.2	18.2	36.4	9.1	9.1	18.2	36.4	

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
04:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1	0	0	**1**	1	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	**2**	1	**3**	0	0	0	0	3
Total Volume	0	1	0	1	1	0	0	1	0	2	2	4	0	1	1	2	8
% App. Total	0	100	0		100	0	0		0	50	50		0	50	50		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.500	.333	.000	.250	.250	.500	.667

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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1	0	0	**1**	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	1	**3**	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	2	2	4	0	1	1	2
% App. Total	0	100	0		100	0	0		0	50	50		0	50	50	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.500	.333	.000	.250	.250	.500

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Groups Printed- 3 Axle Vehicles

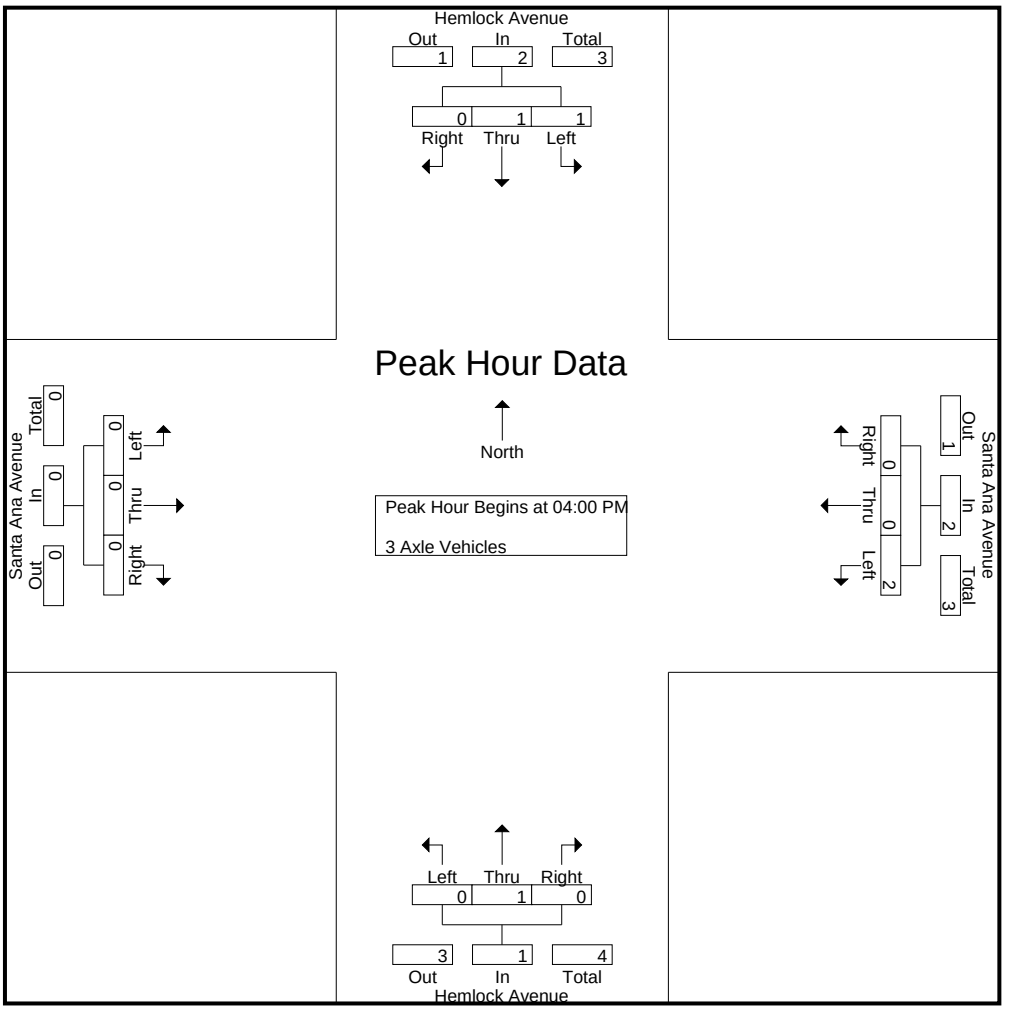
	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	2	0	0	2	0	1	0	1	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	3	0	0	2	2	0	0	0	0	0	0	0	0	5
Grand Total	3	2	0	5	2	0	2	4	0	1	0	1	0	0	0	0	10
Apprch %	60	40	0		50	0	50		0	100	0		0	0	0		
Total %	30	20	0	50	20	0	20	40	0	10	0	10	0	0	0	0	

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	**1**	0	0	1	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**3**
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	2	0	0	2	0	1	0	1	0	0	0	0	5
% App. Total	50	50	0		100	0	0		0	100	0		0	0	0		
PHF	.250	.250	.000	.500	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.417

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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	1	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	2	0	0	2	0	1	0	1	0	0	0	0
% App. Total	50	50	0		100	0	0		0	100	0		0	0	0	
PHF	.250	.250	.000	.500	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

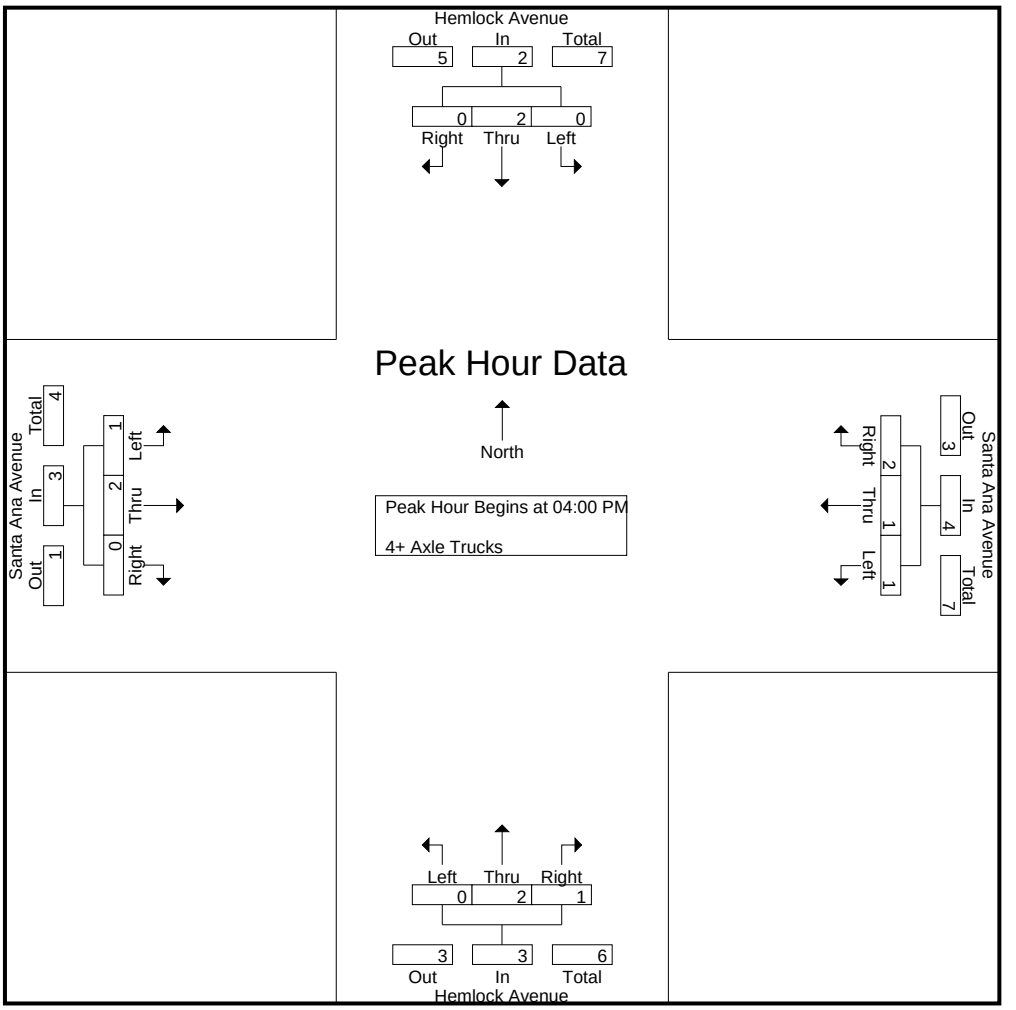
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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	1	1	2	0	1	0	1	0	0	0	0	5
04:15 PM	0	0	0	0	1	0	1	2	0	0	0	0	1	1	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total	0	2	0	2	1	1	2	4	0	2	1	3	1	2	0	3	12
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	1	3
05:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	1	1	1	3	1	0	0	1	0	1	0	1	1	0	0	1	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	4	3	0	0	3	0	2	0	2	1	1	0	2	11
Grand Total	1	3	2	6	4	1	2	7	0	4	1	5	2	3	0	5	23
Apprch %	16.7	50	33.3		57.1	14.3	28.6		0	80	20		40	60	0		
Total %	4.3	13	8.7	26.1	17.4	4.3	8.7	30.4	0	17.4	4.3	21.7	8.7	13	0	21.7	

	Hemlock Avenue Southbound				Santa Ana Avenue Westbound				Hemlock Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	**1**	**1**	**2**	0	**1**	0	1	0	0	0	0	**5**
04:15 PM	0	0	0	0	**1**	0	1	2	0	0	0	0	**1**	**1**	0	**2**	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	**1**	**2**	0	0	0	0	2
Total Volume	0	2	0	2	1	1	2	4	0	2	1	3	1	2	0	3	12
% App. Total	0	100	0		25	25	50		0	66.7	33.3		33.3	66.7	0		
PHF	.000	.250	.000	.250	.250	.250	.500	.500	.000	.500	.250	.375	.250	.500	.000	.375	.600

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 07_FON_Hem_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	0	**1**	**1**	**2**	0	**1**	0	1	0	0	0	0
+15 mins.	0	0	0	0	**1**	0	1	2	0	0	0	0	**1**	**1**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	**1**	**2**	0	0	0	0
Total Volume	0	2	0	2	1	1	2	4	0	2	1	3	1	2	0	3
% App. Total	0	100	0		25	25	50		0	66.7	33.3		33.3	66.7	0	
PHF	.000	.250	.000	.250	.250	.250	.500	.500	.000	.500	.250	.375	.250	.500	.000	.375

Location: Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Hemlock Avenue	East Leg Santa Ana Avenue	South Leg Hemlock Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Hemlock Avenue	East Leg Santa Ana Avenue	South Leg Hemlock Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	2	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	1	0	3

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951-268-6268

Location: Fontana
N/S: Hemlock Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Hemlock Avenue			Westbound Santa Ana Avenue			Northbound Hemlock Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Hemlock Avenue			Westbound Santa Ana Avenue			Northbound Hemlock Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	0	0	0	0	0	1	0	0	3

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Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

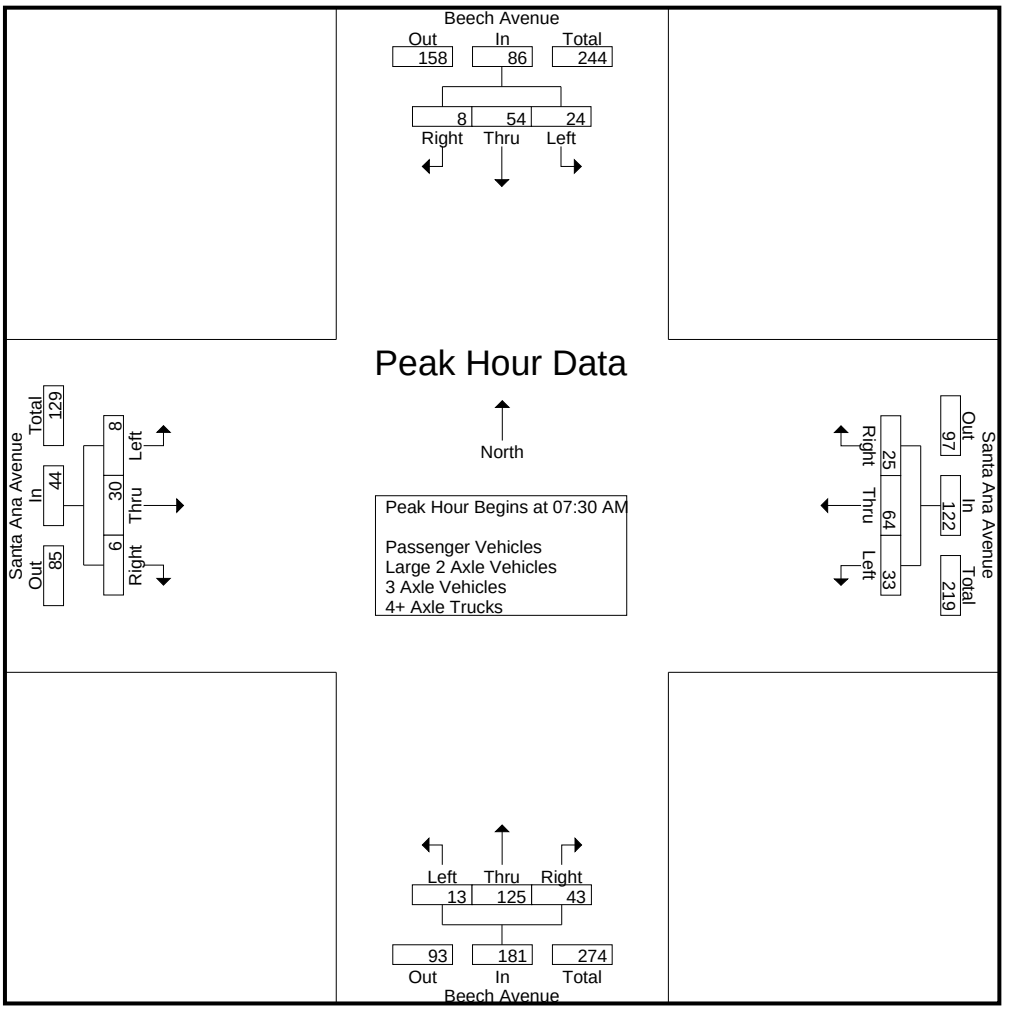
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	9	3	16	9	16	3	28	5	25	4	34	3	3	0	6	84
07:15 AM	8	12	4	24	11	6	8	25	5	35	6	46	1	3	0	4	99
07:30 AM	2	7	3	12	9	16	4	29	3	38	8	49	1	5	0	6	96
07:45 AM	7	17	1	25	10	18	6	34	3	35	17	55	4	10	3	17	131
Total	21	45	11	77	39	56	21	116	16	133	35	184	9	21	3	33	410
08:00 AM	4	17	1	22	9	12	9	30	2	32	9	43	1	9	0	10	105
08:15 AM	11	13	3	27	5	18	6	29	5	20	9	34	2	6	3	11	101
08:30 AM	5	7	3	15	4	17	8	29	2	24	12	38	4	6	2	12	94
08:45 AM	6	7	5	18	1	10	7	18	2	23	13	38	7	8	3	18	92
Total	26	44	12	82	19	57	30	106	11	99	43	153	14	29	8	51	392
Grand Total	47	89	23	159	58	113	51	222	27	232	78	337	23	50	11	84	802
Apprch %	29.6	56	14.5		26.1	50.9	23		8	68.8	23.1		27.4	59.5	13.1		
Total %	5.9	11.1	2.9	19.8	7.2	14.1	6.4	27.7	3.4	28.9	9.7	42	2.9	6.2	1.4	10.5	
Passenger Vehicles	38	61	19	118	47	106	41	194	17	201	66	284	16	42	7	65	661
% Passenger Vehicles	80.9	68.5	82.6	74.2	81	93.8	80.4	87.4	63	86.6	84.6	84.3	69.6	84	63.6	77.4	82.4
Large 2 Axle Vehicles	5	6	0	11	5	4	4	13	4	12	5	21	2	3	1	6	51
% Large 2 Axle Vehicles	10.6	6.7	0	6.9	8.6	3.5	7.8	5.9	14.8	5.2	6.4	6.2	8.7	6	9.1	7.1	6.4
3 Axle Vehicles	1	1	0	2	2	1	5	8	2	1	1	4	0	1	1	2	16
% 3 Axle Vehicles	2.1	1.1	0	1.3	3.4	0.9	9.8	3.6	7.4	0.4	1.3	1.2	0	2	9.1	2.4	2
4+ Axle Trucks	3	21	4	28	4	2	1	7	4	18	6	28	5	4	2	11	74
% 4+ Axle Trucks	6.4	23.6	17.4	17.6	6.9	1.8	2	3.2	14.8	7.8	7.7	8.3	21.7	8	18.2	13.1	9.2

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	7	**3**	12	9	16	4	29	3	**38**	8	49	1	5	0	6	96
07:45 AM	7	**17**	1	25	**10**	**18**	6	**34**	3	35	**17**	**55**	**4**	**10**	**3**	**17**	**131**
08:00 AM	4	17	1	22	9	12	**9**	30	2	32	9	43	1	9	0	10	105
08:15 AM	**11**	13	3	**27**	5	18	6	29	**5**	20	9	34	2	6	3	11	101
Total Volume	24	54	8	86	33	64	25	122	13	125	43	181	8	30	6	44	433
% App. Total	27.9	62.8	9.3		27	52.5	20.5		7.2	69.1	23.8		18.2	68.2	13.6		
PHF	.545	.794	.667	.796	.825	.889	.694	.897	.650	.822	.632	.823	.500	.750	.500	.647	.826

Counts Unlimited, Inc.
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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:15 AM				08:00 AM			
+0 mins.	7	**17**	1	25	9	16	4	29	**5**	35	6	46	1	**9**	0	10
+15 mins.	4	17	1	22	**10**	**18**	6	**34**	3	**38**	8	49	2	6	**3**	11
+30 mins.	**11**	13	**3**	**27**	9	12	**9**	30	3	35	**17**	**55**	4	6	2	12
+45 mins.	5	7	3	15	5	18	6	29	2	32	9	43	**7**	8	3	**18**
Total Volume	27	54	8	89	33	64	25	122	13	140	40	193	14	29	8	51
% App. Total	30.3	60.7	9		27	52.5	20.5		6.7	72.5	20.7		27.5	56.9	15.7	
PHF	.614	.794	.667	.824	.825	.889	.694	.897	.650	.921	.588	.877	.500	.806	.667	.708

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

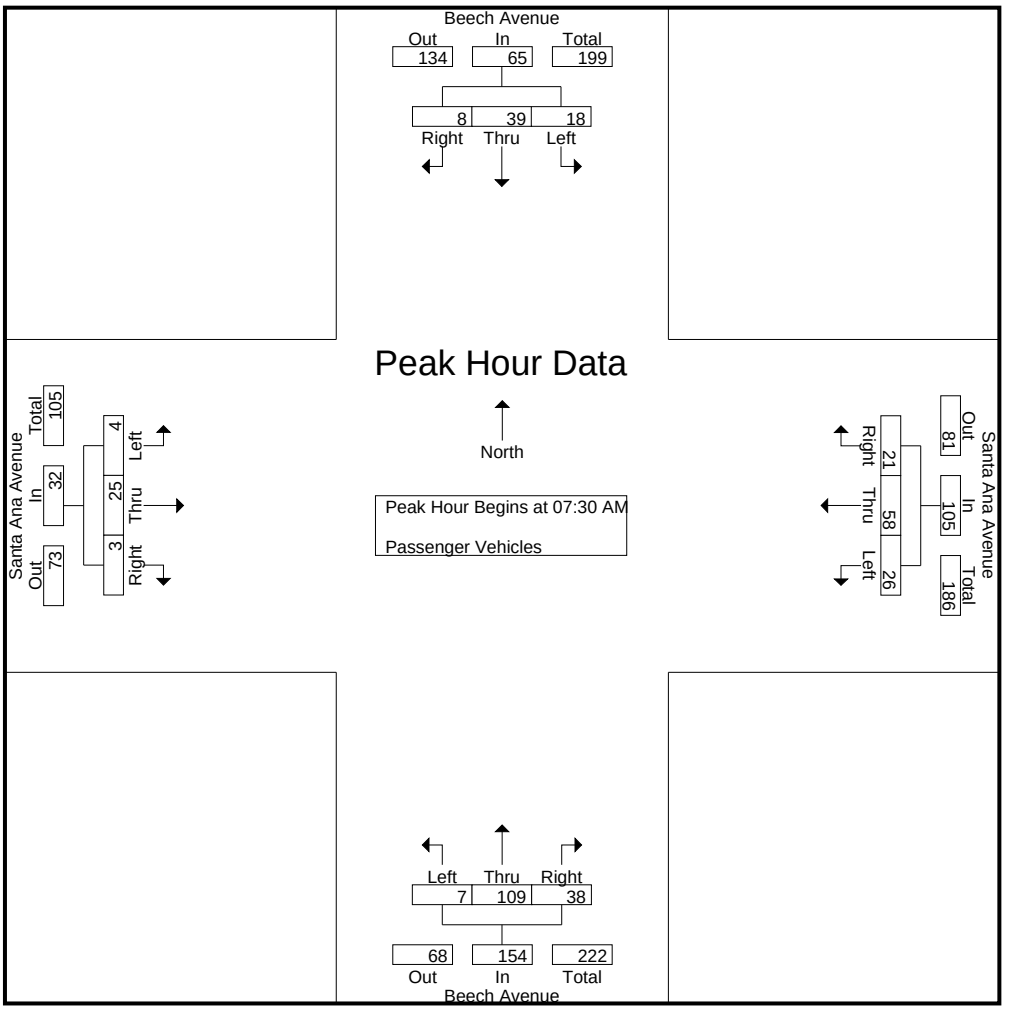
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	7	3	13	7	16	2	25	5	20	2	27	2	3	0	5	70
07:15 AM	6	8	1	15	10	6	7	23	3	32	6	41	1	3	0	4	83
07:30 AM	2	4	3	9	6	15	4	25	1	32	8	41	0	3	0	3	78
07:45 AM	5	16	1	22	10	18	5	33	1	33	15	49	2	10	3	15	119
Total	16	35	8	59	33	55	18	106	10	117	31	158	5	19	3	27	350
08:00 AM	3	13	1	17	7	7	9	23	2	26	7	35	1	7	0	8	83
08:15 AM	8	6	3	17	3	18	3	24	3	18	8	29	1	5	0	6	76
08:30 AM	5	6	3	14	3	17	6	26	2	19	10	31	4	5	2	11	82
08:45 AM	6	1	4	11	1	9	5	15	0	21	10	31	5	6	2	13	70
Total	22	26	11	59	14	51	23	88	7	84	35	126	11	23	4	38	311
Grand Total	38	61	19	118	47	106	41	194	17	201	66	284	16	42	7	65	661
Apprch %	32.2	51.7	16.1		24.2	54.6	21.1		6	70.8	23.2		24.6	64.6	10.8		
Total %	5.7	9.2	2.9	17.9	7.1	16	6.2	29.3	2.6	30.4	10	43	2.4	6.4	1.1	9.8	

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	4	**3**	9	6	15	4	25	1	32	8	41	0	3	0	3	78
07:45 AM	5	**16**	1	**22**	**10**	**18**	5	**33**	1	**33**	**15**	**49**	**2**	**10**	**3**	**15**	**119**
08:00 AM	3	13	1	17	7	7	**9**	23	2	26	7	35	1	7	0	8	83
08:15 AM	**8**	6	3	17	3	18	3	24	**3**	18	8	29	1	5	0	6	76
Total Volume	18	39	8	65	26	58	21	105	7	109	38	154	4	25	3	32	356
% App. Total	27.7	60	12.3		24.8	55.2	20		4.5	70.8	24.7		12.5	78.1	9.4		
PHF	.563	.609	.667	.739	.650	.806	.583	.795	.583	.826	.633	.786	.500	.625	.250	.533	.748

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	4	**3**	9	6	15	4	25	1	32	8	41	0	3	0	3
+15 mins.	5	**16**	1	**22**	**10**	**18**	5	**33**	1	**33**	**15**	**49**	**2**	**10**	**3**	**15**
+30 mins.	3	13	1	17	7	7	**9**	23	2	26	7	35	1	7	0	8
+45 mins.	**8**	6	3	17	3	18	3	24	**3**	18	8	29	1	5	0	6
Total Volume	18	39	8	65	26	58	21	105	7	109	38	154	4	25	3	32
% App. Total	27.7	60	12.3		24.8	55.2	20		4.5	70.8	24.7		12.5	78.1	9.4	
PHF	.563	.609	.667	.739	.650	.806	.583	.795	.583	.826	.633	.786	.500	.625	.250	.533

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

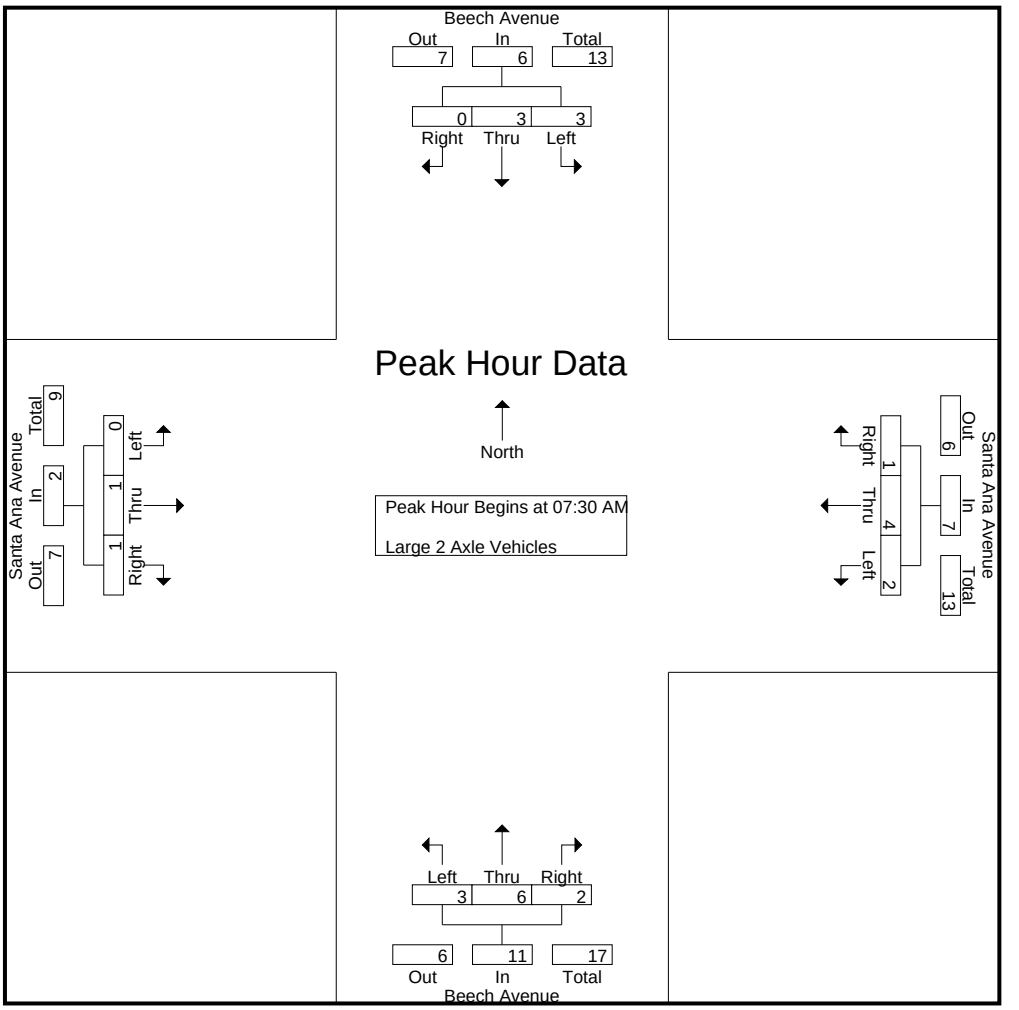
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	2	1	3	1	0	0	1	5
07:15 AM	2	1	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	2	1	0	3	1	1	0	2	0	0	0	0	5
07:45 AM	1	0	0	1	0	0	0	0	2	0	1	3	0	0	0	0	4
Total	3	1	0	4	4	1	0	5	3	3	2	8	1	0	0	1	18
08:00 AM	0	1	0	1	0	3	0	3	0	3	0	3	0	0	0	0	7
08:15 AM	2	2	0	4	0	0	1	1	0	2	1	3	0	1	1	2	10
08:30 AM	0	0	0	0	1	0	1	2	0	3	0	3	0	1	0	1	6
08:45 AM	0	2	0	2	0	0	2	2	1	1	2	4	1	1	0	2	10
Total	2	5	0	7	1	3	4	8	1	9	3	13	1	3	1	5	33
Grand Total	5	6	0	11	5	4	4	13	4	12	5	21	2	3	1	6	51
Apprch %	45.5	54.5	0		38.5	30.8	30.8		19	57.1	23.8		33.3	50	16.7		
Total %	9.8	11.8	0	21.6	9.8	7.8	7.8	25.5	7.8	23.5	9.8	41.2	3.9	5.9	2	11.8	

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**2**	1	0	**3**	1	1	0	2	0	0	0	0	5
07:45 AM	1	0	0	1	0	0	0	0	**2**	0	**1**	**3**	0	0	0	0	4
08:00 AM	0	1	0	1	0	**3**	0	3	0	**3**	0	3	0	0	0	0	7
08:15 AM	**2**	**2**	0	**4**	0	0	**1**	1	0	2	1	3	0	**1**	**1**	**2**	**10**
Total Volume	3	3	0	6	2	4	1	7	3	6	2	11	0	1	1	2	26
% App. Total	50	50	0		28.6	57.1	14.3		27.3	54.5	18.2		0	50	50		
PHF	.375	.375	.000	.375	.250	.333	.250	.583	.375	.500	.500	.917	.000	.250	.250	.250	.650

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City of Fontana
N/S: Beech Avenue
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File Name : 10_FON_Bee_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**2**	1	0	**3**	1	1	0	2	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	**2**	0	**1**	**3**	0	0	0	0
+30 mins.	0	1	0	1	0	**3**	0	3	0	**3**	0	3	0	0	0	0
+45 mins.	**2**	**2**	0	**4**	0	0	**1**	1	0	2	1	3	0	**1**	**1**	**2**
Total Volume	3	3	0	6	2	4	1	7	3	6	2	11	0	1	1	2
% App. Total	50	50	0		28.6	57.1	14.3		27.3	54.5	18.2		0	50	50	
PHF	.375	.375	.000	.375	.250	.333	.250	.583	.375	.500	.500	.917	.000	.250	.250	.250

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

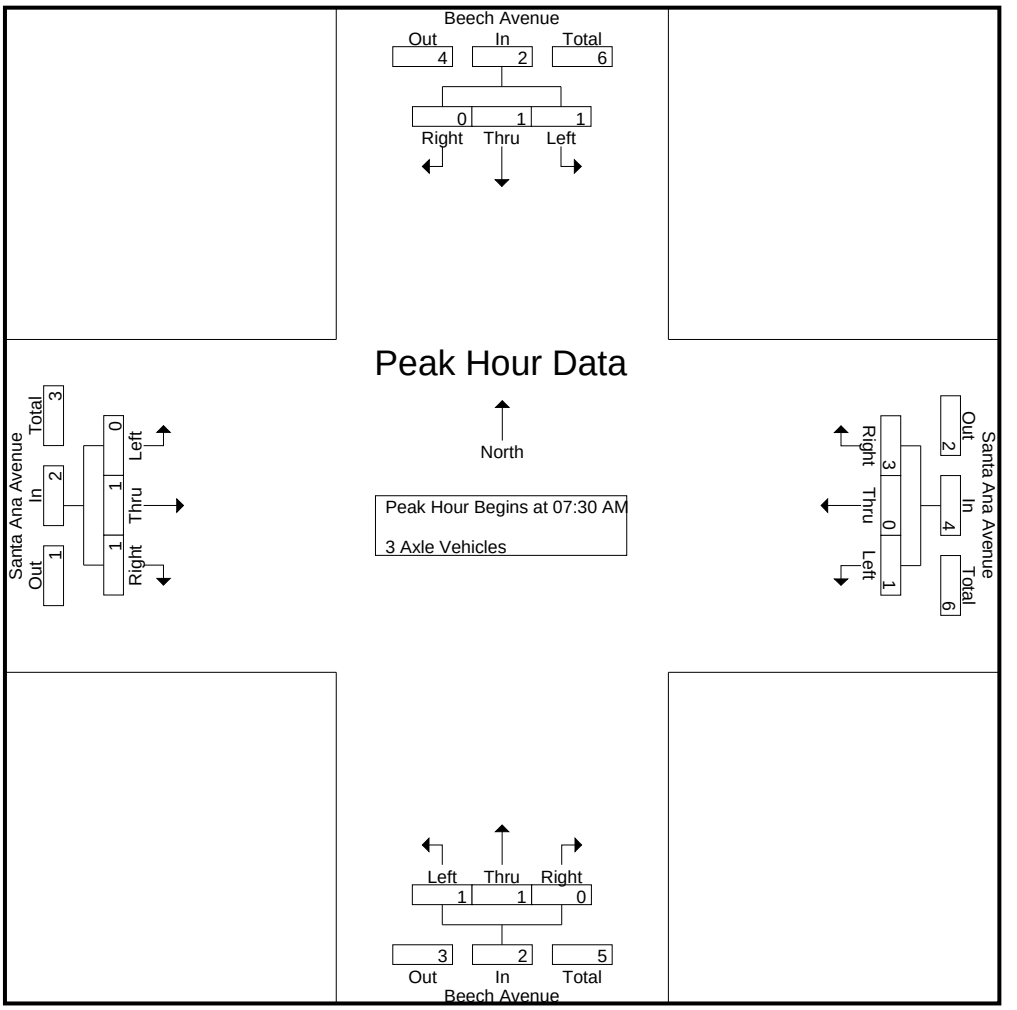
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	1	0	2	3	0	1	0	1	0	0	0	0	5
08:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	2	2	1	0	0	1	0	0	1	1	4
08:30 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	1	0	1	1	1	3	5	2	0	1	3	0	1	1	2	11
Grand Total	1	1	0	2	2	1	5	8	2	1	1	4	0	1	1	2	16
Apprch %	50	50	0		25	12.5	62.5		50	25	25		0	50	50		
Total %	6.2	6.2	0	12.5	12.5	6.2	31.2	50	12.5	6.2	6.2	25	0	6.2	6.2	12.5	

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	**1**	0	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	**1**	0	1	**1**	0	0	1	0	0	0	0	0	**1**	0	**1**	3
08:15 AM	0	0	0	0	0	0	**2**	**2**	**1**	0	0	1	0	0	**1**	1	**4**
Total Volume	1	1	0	2	1	0	3	4	1	1	0	2	0	1	1	2	10
% App. Total	50	50	0		25	0	75		50	50	0		0	50	50		
PHF	.250	.250	.000	.500	.250	.000	.375	.500	.250	.250	.000	.500	.000	.250	.250	.500	.625

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City of Fontana
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	1	**1**	0	0	1	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	**2**	**2**	**1**	0	0	1	0	0	**1**	1
Total Volume	1	1	0	2	1	0	3	4	1	1	0	2	0	1	1	2
% App. Total	50	50	0		25	0	75		50	50	0		0	50	50	
PHF	.250	.250	.000	.500	.250	.000	.375	.500	.250	.250	.000	.500	.000	.250	.250	.500

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

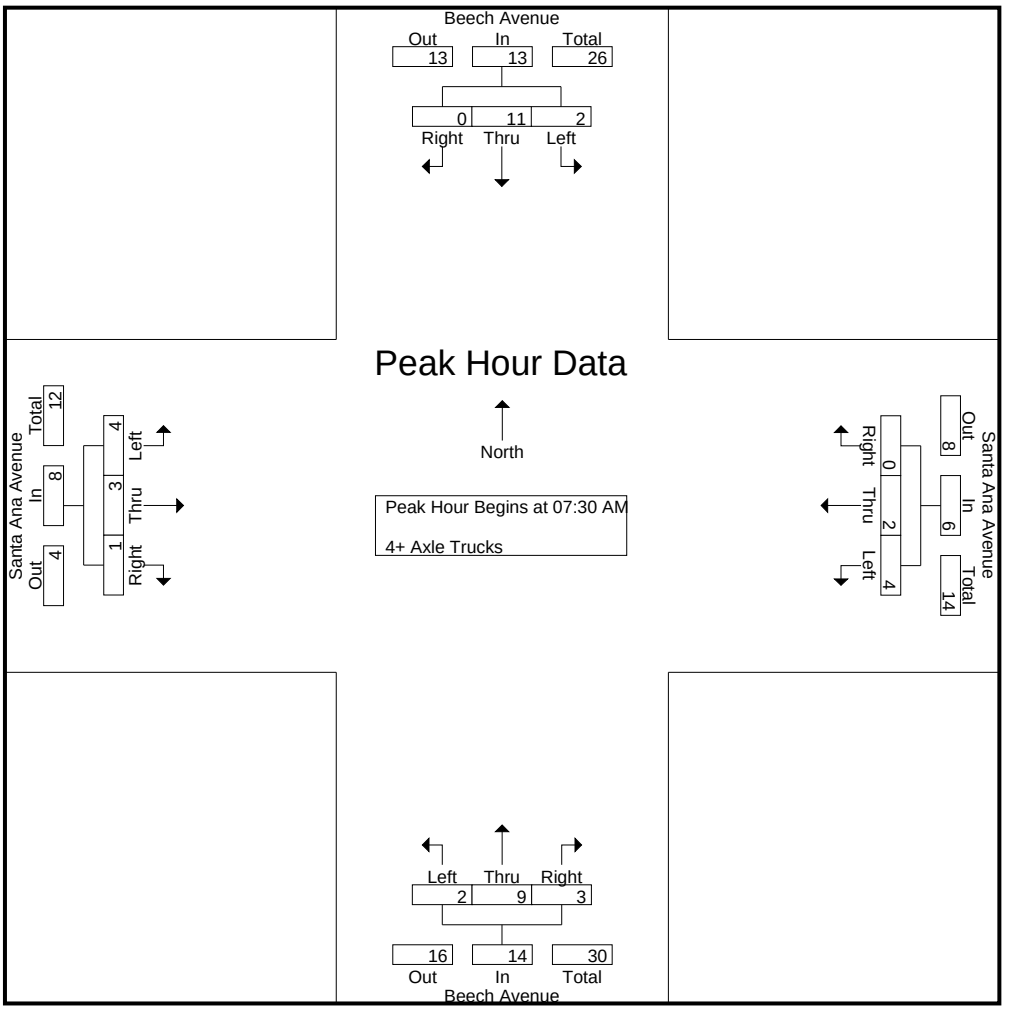
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	0	3	0	0	0	0	0	3	1	4	0	0	0	0	7
07:15 AM	0	3	3	6	0	0	1	1	2	3	0	5	0	0	0	0	12
07:30 AM	0	3	0	3	1	0	0	1	1	4	0	5	1	2	0	3	12
07:45 AM	0	1	0	1	0	0	0	0	0	2	1	3	2	0	0	2	6
Total	1	9	3	13	1	0	1	2	3	12	2	17	3	2	0	5	37
08:00 AM	1	2	0	3	1	2	0	3	0	3	2	5	0	1	0	1	12
08:15 AM	1	5	0	6	2	0	0	2	1	0	0	1	1	0	1	2	11
08:30 AM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
08:45 AM	0	4	1	5	0	0	0	0	0	1	1	2	1	1	1	3	10
Total	2	12	1	15	3	2	0	5	1	6	4	11	2	2	2	6	37
Grand Total	3	21	4	28	4	2	1	7	4	18	6	28	5	4	2	11	74
Apprch %	10.7	75	14.3		57.1	28.6	14.3		14.3	64.3	21.4		45.5	36.4	18.2		
Total %	4.1	28.4	5.4	37.8	5.4	2.7	1.4	9.5	5.4	24.3	8.1	37.8	6.8	5.4	2.7	14.9	

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	1	0	0	1	**1**	**4**	0	**5**	1	**2**	0	**3**	**12**
07:45 AM	0	1	0	1	0	0	0	0	0	2	1	3	**2**	0	0	2	6
08:00 AM	**1**	2	0	3	1	**2**	0	**3**	0	3	**2**	5	0	1	0	1	12
08:15 AM	1	**5**	0	**6**	**2**	0	0	2	1	0	0	1	1	0	**1**	2	11
Total Volume	2	11	0	13	4	2	0	6	2	9	3	14	4	3	1	8	41
% App. Total	15.4	84.6	0		66.7	33.3	0		14.3	64.3	21.4		50	37.5	12.5		
PHF	.500	.550	.000	.542	.500	.250	.000	.500	.500	.563	.375	.700	.500	.375	.250	.667	.854

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E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	3	0	3	1	0	0	1	**1**	**4**	0	**5**	1	**2**	0	**3**
+15 mins.	0	1	0	1	0	0	0	0	0	2	1	3	**2**	0	0	2
+30 mins.	**1**	2	0	3	1	**2**	0	**3**	0	3	**2**	5	0	1	0	1
+45 mins.	1	**5**	0	**6**	**2**	0	0	2	1	0	0	1	1	0	**1**	2
Total Volume	2	11	0	13	4	2	0	6	2	9	3	14	4	3	1	8
% App. Total	15.4	84.6	0		66.7	33.3	0		14.3	64.3	21.4		50	37.5	12.5	
PHF	.500	.550	.000	.542	.500	.250	.000	.500	.500	.563	.375	.700	.500	.375	.250	.667

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

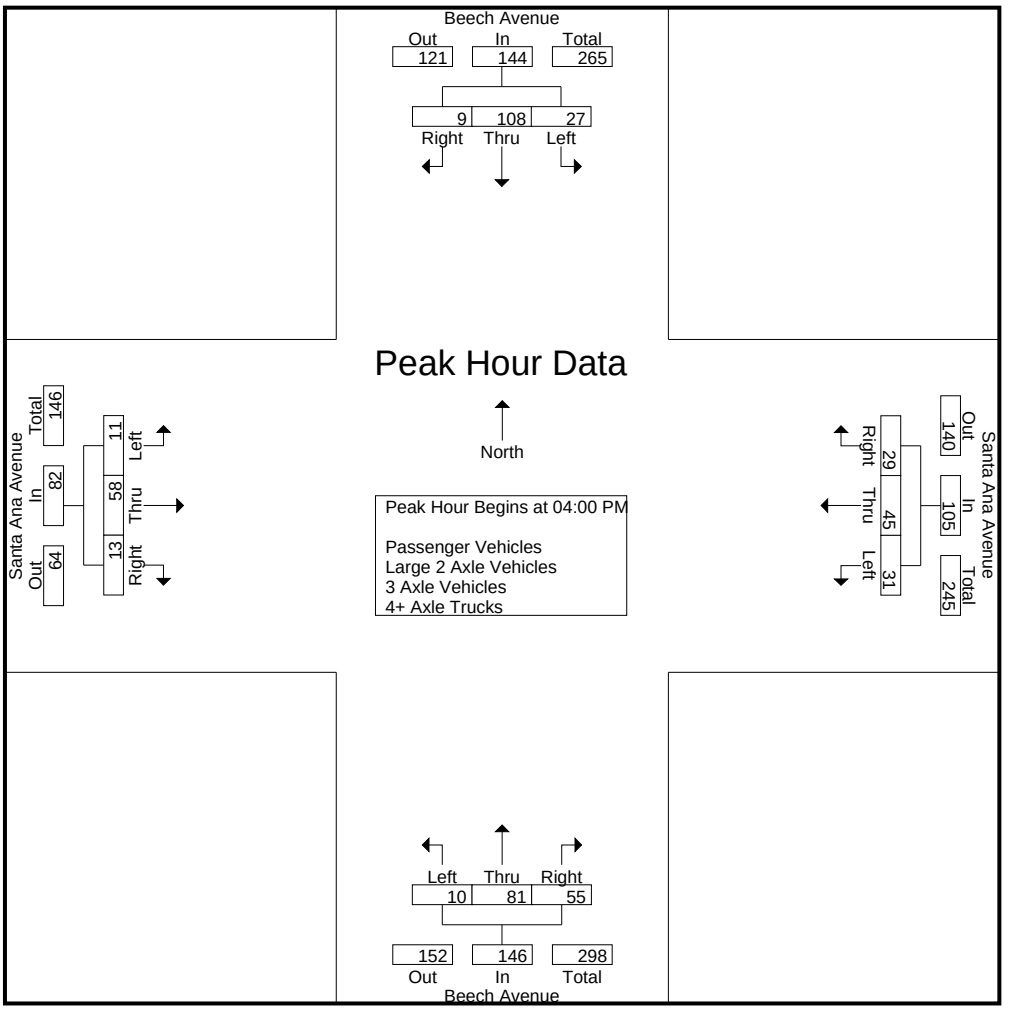
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	30	3	41	10	13	6	29	2	19	22	43	5	28	4	37	150
04:15 PM	7	26	5	38	9	9	12	30	0	18	15	33	1	14	2	17	118
04:30 PM	8	25	0	33	4	10	7	21	2	29	6	37	4	11	3	18	109
04:45 PM	4	27	1	32	8	13	4	25	6	15	12	33	1	5	4	10	100
Total	27	108	9	144	31	45	29	105	10	81	55	146	11	58	13	82	477
05:00 PM	8	22	4	34	5	7	10	22	1	28	11	40	4	16	4	24	120
05:15 PM	4	16	2	22	6	11	10	27	2	10	7	19	2	7	3	12	80
05:30 PM	2	21	4	27	3	8	10	21	1	17	10	28	0	7	1	8	84
05:45 PM	2	16	1	19	1	1	8	10	2	12	4	18	1	2	0	3	50
Total	16	75	11	102	15	27	38	80	6	67	32	105	7	32	8	47	334
Grand Total	43	183	20	246	46	72	67	185	16	148	87	251	18	90	21	129	811
Apprch %	17.5	74.4	8.1		24.9	38.9	36.2		6.4	59	34.7		14	69.8	16.3		
Total %	5.3	22.6	2.5	30.3	5.7	8.9	8.3	22.8	2	18.2	10.7	30.9	2.2	11.1	2.6	15.9	
Passenger Vehicles	37	154	14	205	42	70	58	170	8	123	70	201	14	85	16	115	691
% Passenger Vehicles	86	84.2	70	83.3	91.3	97.2	86.6	91.9	50	83.1	80.5	80.1	77.8	94.4	76.2	89.1	85.2
Large 2 Axle Vehicles	6	4	2	12	2	1	4	7	4	6	7	17	1	1	2	4	40
% Large 2 Axle Vehicles	14	2.2	10	4.9	4.3	1.4	6	3.8	25	4.1	8	6.8	5.6	1.1	9.5	3.1	4.9
3 Axle Vehicles	0	7	0	7	2	0	2	4	0	4	4	8	0	0	1	1	20
% 3 Axle Vehicles	0	3.8	0	2.8	4.3	0	3	2.2	0	2.7	4.6	3.2	0	0	4.8	0.8	2.5
4+ Axle Trucks	0	18	4	22	0	1	3	4	4	15	6	25	3	4	2	9	60
% 4+ Axle Trucks	0	9.8	20	8.9	0	1.4	4.5	2.2	25	10.1	6.9	10	16.7	4.4	9.5	7	7.4

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**8**	**30**	3	**41**	**10**	**13**	6	29	2	19	**22**	**43**	**5**	**28**	**4**	**37**	**150**
04:15 PM	7	26	**5**	38	9	9	**12**	**30**	0	18	15	33	1	14	2	17	118
04:30 PM	8	25	0	33	4	10	7	21	2	**29**	6	37	4	11	3	18	109
04:45 PM	4	27	1	32	8	13	4	25	**6**	15	12	33	1	5	4	10	100
Total Volume	27	108	9	144	31	45	29	105	10	81	55	146	11	58	13	82	477
% App. Total	18.8	75	6.2		29.5	42.9	27.6		6.8	55.5	37.7		13.4	70.7	15.9		
PHF	.844	.900	.450	.878	.775	.865	.604	.875	.417	.698	.625	.849	.550	.518	.813	.554	.795

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**8**	**30**	3	**41**	**10**	**13**	6	29	2	19	**22**	**43**	**5**	**28**	**4**	**37**
+15 mins.	7	26	**5**	38	9	9	**12**	**30**	0	18	15	33	1	14	2	17
+30 mins.	8	25	0	33	4	10	7	21	2	**29**	6	37	4	11	3	18
+45 mins.	4	27	1	32	8	13	4	25	**6**	15	12	33	1	5	4	10
Total Volume	27	108	9	144	31	45	29	105	10	81	55	146	11	58	13	82
% App. Total	18.8	75	6.2		29.5	42.9	27.6		6.8	55.5	37.7		13.4	70.7	15.9	
PHF	.844	.900	.450	.878	.775	.865	.604	.875	.417	.698	.625	.849	.550	.518	.813	.554

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City of Fontana
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File Name : 10_FON_Bee_SA PM
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Groups Printed- Passenger Vehicles

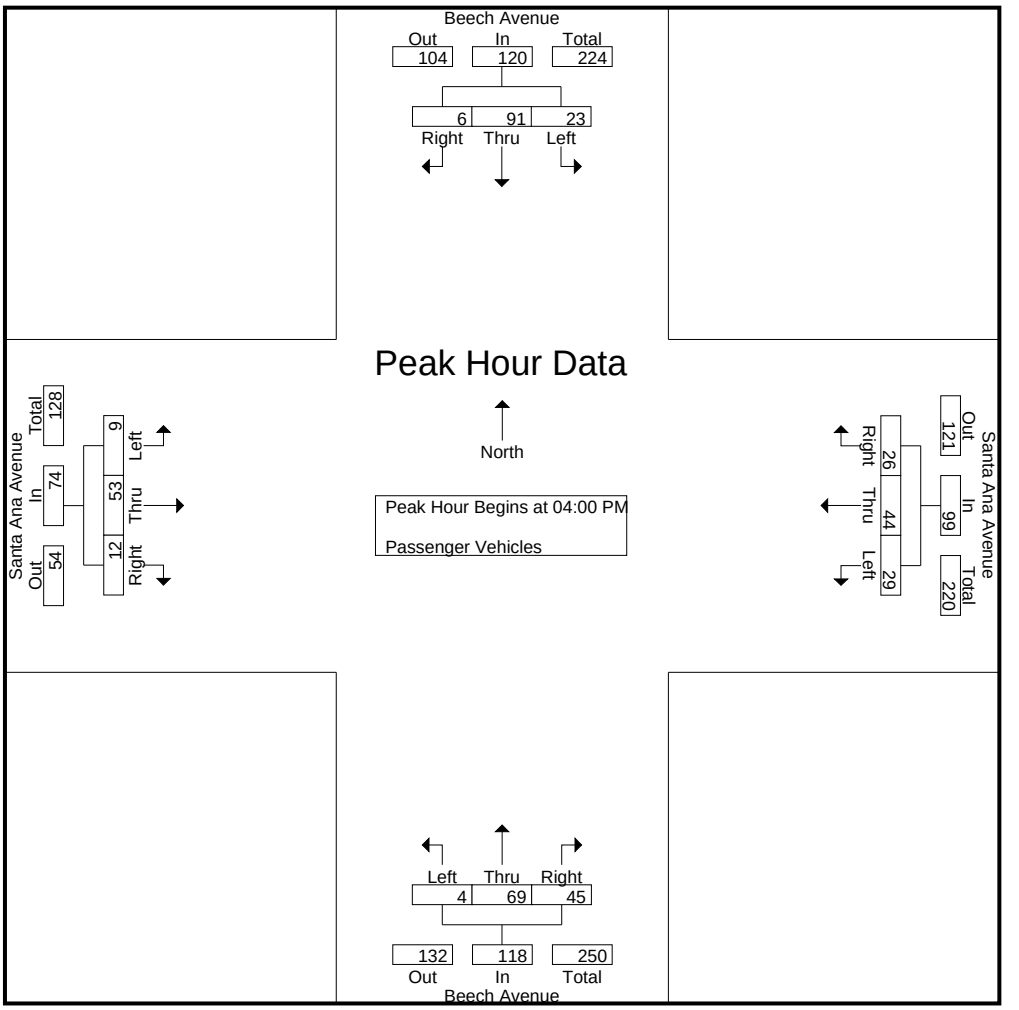
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	26	2	34	9	12	5	26	1	15	19	35	4	25	4	33	128
04:15 PM	7	22	4	33	9	9	11	29	0	15	10	25	1	12	2	15	102
04:30 PM	7	22	0	29	3	10	6	19	1	25	4	30	3	11	3	17	95
04:45 PM	3	21	0	24	8	13	4	25	2	14	12	28	1	5	3	9	86
Total	23	91	6	120	29	44	26	99	4	69	45	118	9	53	12	74	411
05:00 PM	7	20	3	30	4	7	8	19	0	24	9	33	3	16	1	20	102
05:15 PM	4	12	1	17	6	11	8	25	2	7	5	14	2	7	2	11	67
05:30 PM	1	16	4	21	2	7	10	19	1	14	8	23	0	7	1	8	71
05:45 PM	2	15	0	17	1	1	6	8	1	9	3	13	0	2	0	2	40
Total	14	63	8	85	13	26	32	71	4	54	25	83	5	32	4	41	280
Grand Total	37	154	14	205	42	70	58	170	8	123	70	201	14	85	16	115	691
Apprch %	18	75.1	6.8		24.7	41.2	34.1		4	61.2	34.8		12.2	73.9	13.9		
Total %	5.4	22.3	2	29.7	6.1	10.1	8.4	24.6	1.2	17.8	10.1	29.1	2	12.3	2.3	16.6	

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	**26**	2	**34**	**9**	12	5	26	1	15	**19**	**35**	**4**	**25**	**4**	**33**	**128**
04:15 PM	**7**	22	**4**	33	9	9	**11**	**29**	0	15	10	25	1	12	2	15	102
04:30 PM	7	22	0	29	3	10	6	19	1	**25**	4	30	3	11	3	17	95
04:45 PM	3	21	0	24	8	**13**	4	25	**2**	14	12	28	1	5	3	9	86
Total Volume	23	91	6	120	29	44	26	99	4	69	45	118	9	53	12	74	411
% App. Total	19.2	75.8	5		29.3	44.4	26.3		3.4	58.5	38.1		12.2	71.6	16.2		
PHF	.821	.875	.375	.882	.806	.846	.591	.853	.500	.690	.592	.843	.563	.530	.750	.561	.803

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Site Code : 221069
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	6	**26**	2	**34**	**9**	12	5	26	1	15	**19**	**35**	**4**	**25**	**4**	**33**
+15 mins.	**7**	22	**4**	33	9	9	**11**	**29**	0	15	10	25	1	12	2	15
+30 mins.	7	22	0	29	3	10	6	19	1	**25**	4	30	3	11	3	17
+45 mins.	3	21	0	24	8	**13**	4	25	**2**	14	12	28	1	5	3	9
Total Volume	23	91	6	120	29	44	26	99	4	69	45	118	9	53	12	74
% App. Total	19.2	75.8	5		29.3	44.4	26.3		3.4	58.5	38.1		12.2	71.6	16.2	
PHF	.821	.875	.375	.882	.806	.846	.591	.853	.500	.690	.592	.843	.563	.530	.750	.561

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Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

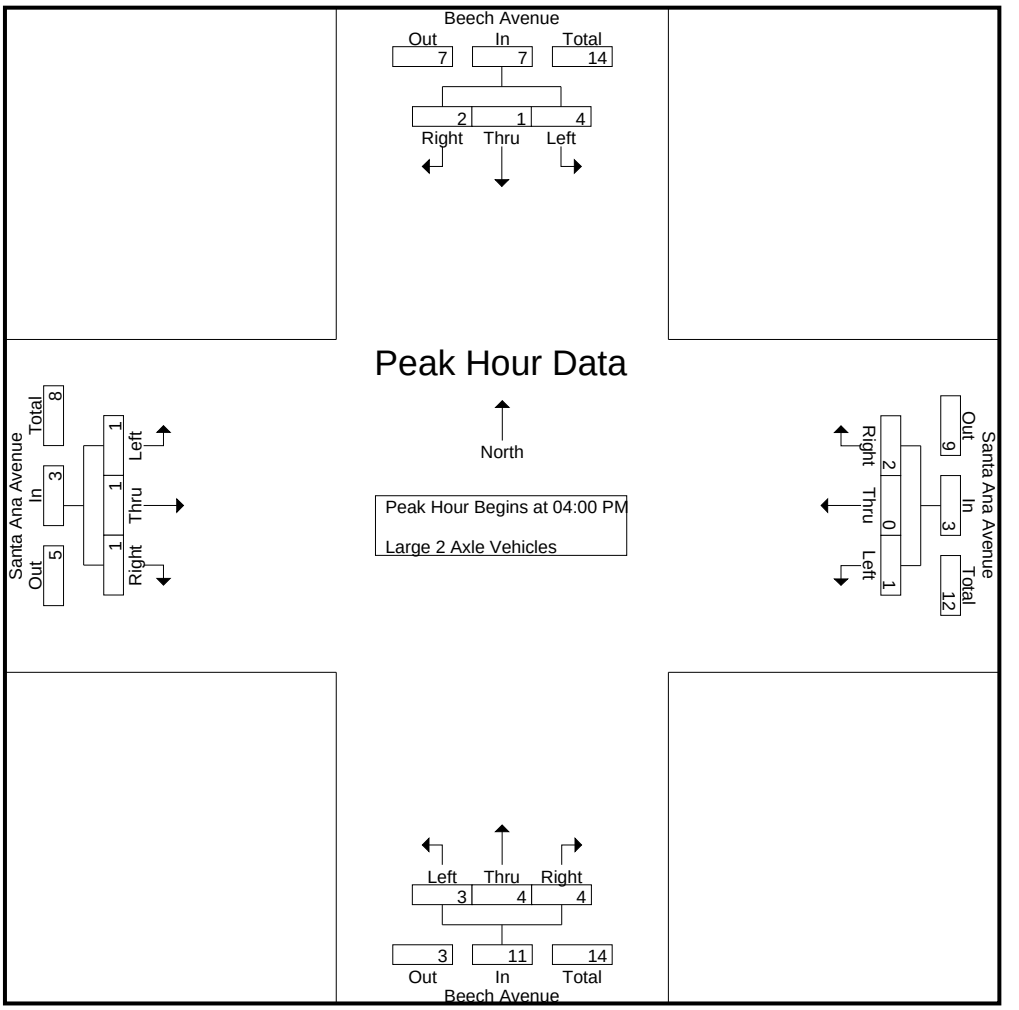
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	1	1	4	0	0	1	1	1	1	2	4	0	1	0	1	10
04:15 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:30 PM	1	0	0	1	1	0	1	2	0	2	1	3	1	0	0	1	7
04:45 PM	1	0	0	1	0	0	0	0	2	1	0	3	0	0	1	1	5
Total	4	1	2	7	1	0	2	3	3	4	4	11	1	1	1	3	24
05:00 PM	1	1	0	2	1	0	1	2	1	1	1	3	0	0	1	1	8
05:15 PM	0	1	0	1	0	0	1	1	0	1	2	3	0	0	0	0	5
05:30 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	0	5	1	1	2	4	1	2	3	6	0	0	1	1	16
Grand Total	6	4	2	12	2	1	4	7	4	6	7	17	1	1	2	4	40
Apprch %	50	33.3	16.7		28.6	14.3	57.1		23.5	35.3	41.2		25	25	50		
Total %	15	10	5	30	5	2.5	10	17.5	10	15	17.5	42.5	2.5	2.5	5	10	

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	**1**	**1**	**4**	0	0	**1**	1	1	1	**2**	**4**	0	**1**	0	**1**	**10**
04:15 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:30 PM	1	0	0	1	**1**	0	1	**2**	0	**2**	1	3	**1**	0	0	1	7
04:45 PM	1	0	0	1	0	0	0	0	**2**	1	0	3	0	0	**1**	1	5
Total Volume	4	1	2	7	1	0	2	3	3	4	4	11	1	1	1	3	24
% App. Total	57.1	14.3	28.6		33.3	0	66.7		27.3	36.4	36.4		33.3	33.3	33.3		
PHF	.500	.250	.500	.438	.250	.000	.500	.375	.375	.500	.500	.688	.250	.250	.250	.750	.600

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	**1**	**1**	**4**	0	0	**1**	1	1	1	**2**	**4**	0	**1**	0	**1**
+15 mins.	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	1	0	0	1	**1**	0	1	**2**	0	**2**	1	3	**1**	0	0	1
+45 mins.	1	0	0	1	0	0	0	0	**2**	1	0	3	0	0	**1**	1
Total Volume	4	1	2	7	1	0	2	3	3	4	4	11	1	1	1	3
% App. Total	57.1	14.3	28.6		33.3	0	66.7		27.3	36.4	36.4		33.3	33.3	33.3	
PHF	.500	.250	.500	.438	.250	.000	.500	.375	.375	.500	.500	.688	.250	.250	.250	.750

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

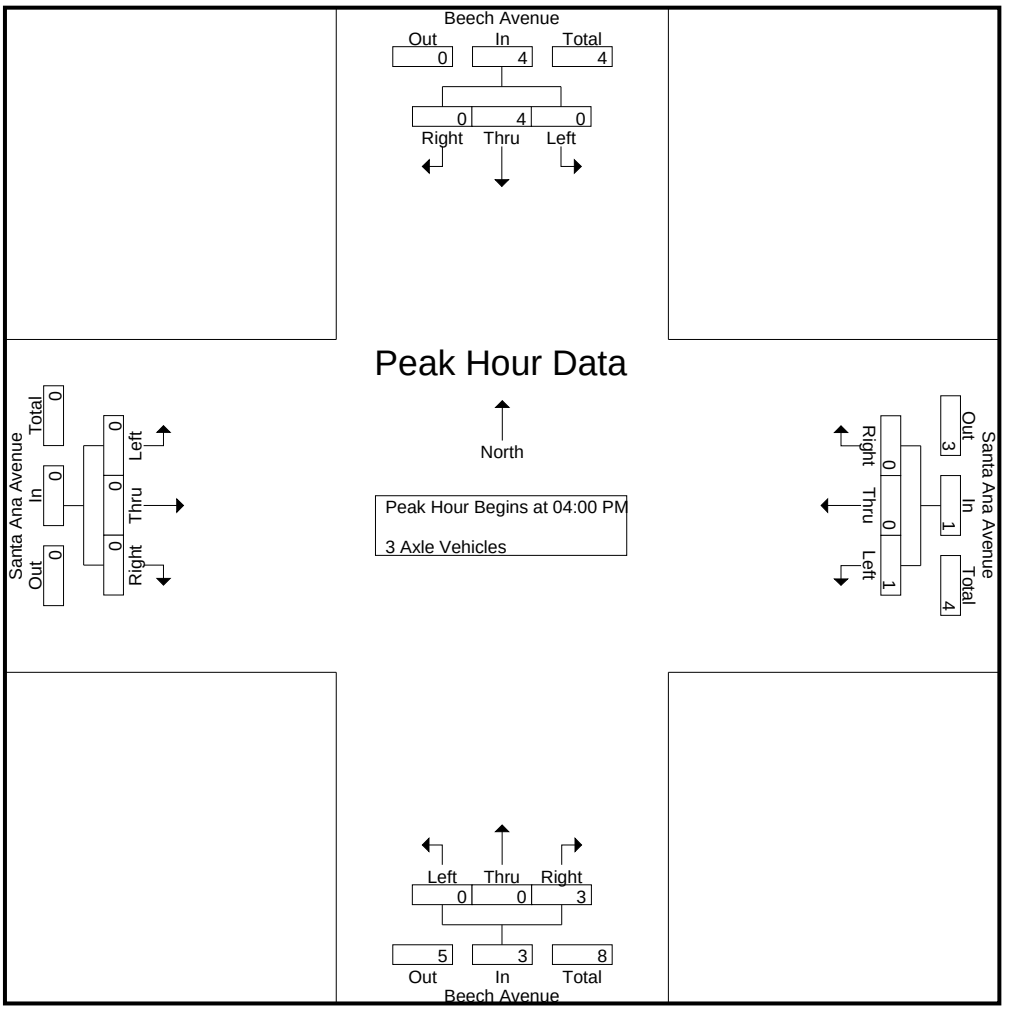
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	3	3	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	1	0	0	1	0	0	3	3	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	1	1	3
05:15 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	3	0	3	1	0	0	1	0	1	1	2	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	3	0	3	1	0	2	3	0	4	1	5	0	0	1	1	12
Grand Total	0	7	0	7	2	0	2	4	0	4	4	8	0	0	1	1	20
Apprch %	0	100	0		50	0	50		0	50	50		0	0	100		
Total %	0	35	0	35	10	0	10	20	0	20	20	40	0	0	5	5	

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	**3**	**3**	0	0	0	0	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	4	1	0	0	1	0	0	3	3	0	0	0	0	8
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.500

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	**3**	**3**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	1	0	0	1	0	0	3	3	0	0	0	0
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0	
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

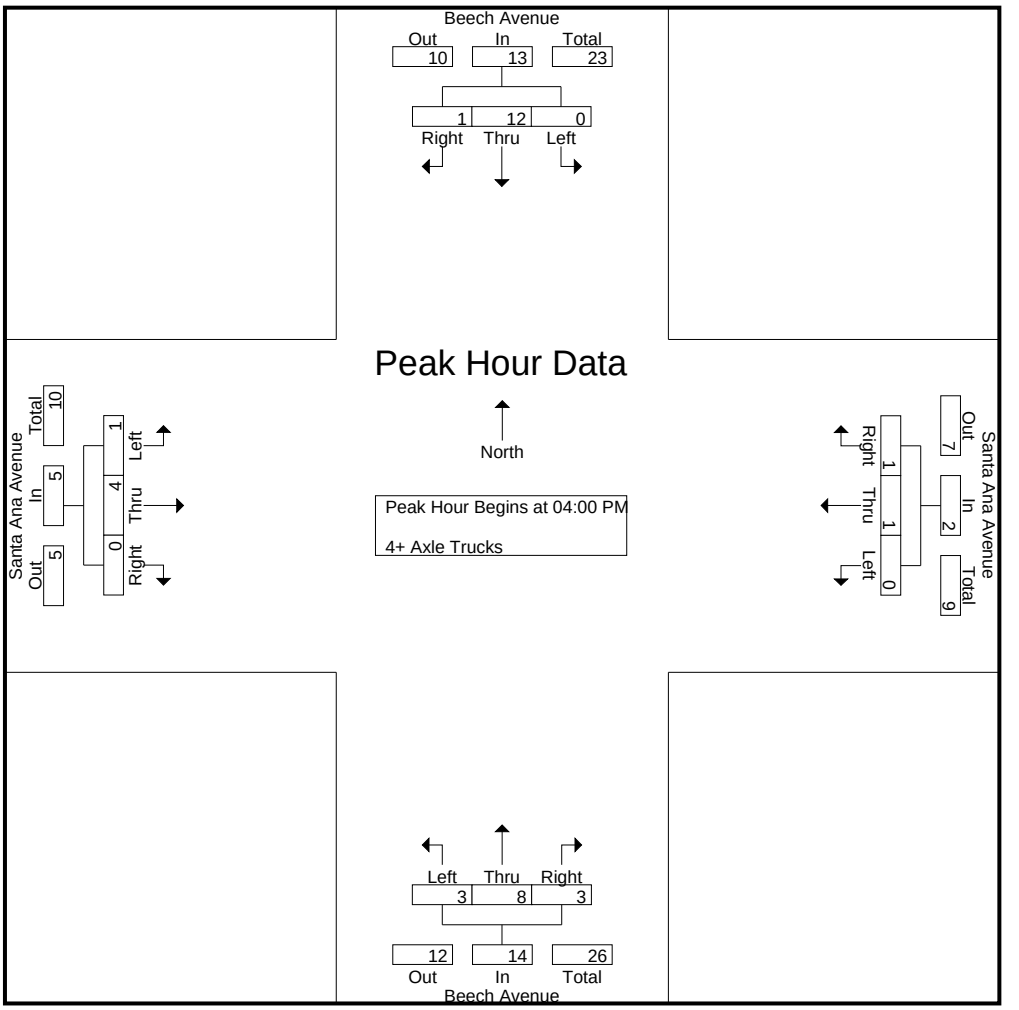
	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	1	0	1	0	3	1	4	1	2	0	3	9
04:15 PM	0	3	0	3	0	0	1	1	0	3	1	4	0	2	0	2	10
04:30 PM	0	3	0	3	0	0	0	0	1	2	1	4	0	0	0	0	7
04:45 PM	0	5	1	6	0	0	0	0	2	0	0	2	0	0	0	0	8
Total	0	12	1	13	0	1	1	2	3	8	3	14	1	4	0	5	34
05:00 PM	0	1	1	2	0	0	0	0	0	2	1	3	1	0	1	2	7
05:15 PM	0	3	1	4	0	0	0	0	0	1	0	1	0	0	1	1	6
05:30 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
05:45 PM	0	1	1	2	0	0	2	2	1	2	1	4	1	0	0	1	9
Total	0	6	3	9	0	0	2	2	1	7	3	11	2	0	2	4	26
Grand Total	0	18	4	22	0	1	3	4	4	15	6	25	3	4	2	9	60
Apprch %	0	81.8	18.2		0	25	75		16	60	24		33.3	44.4	22.2		
Total %	0	30	6.7	36.7	0	1.7	5	6.7	6.7	25	10	41.7	5	6.7	3.3	15	

	Beech Avenue Southbound				Santa Ana Avenue Westbound				Beech Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	**1**	0	**1**	0	**3**	**1**	**4**	**1**	**2**	0	**3**	9
04:15 PM	0	3	0	3	0	0	**1**	1	0	3	1	4	0	2	0	2	**10**
04:30 PM	0	3	0	3	0	0	0	0	1	2	1	4	0	0	0	0	7
04:45 PM	0	**5**	**1**	**6**	0	0	0	0	**2**	0	0	2	0	0	0	0	8
Total Volume	0	12	1	13	0	1	1	2	3	8	3	14	1	4	0	5	34
% App. Total	0	92.3	7.7		0	50	50		21.4	57.1	21.4		20	80	0		
PHF	.000	.600	.250	.542	.000	.250	.250	.500	.375	.667	.750	.875	.250	.500	.000	.417	.850

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City of Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 10_FON_Bee_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	**1**	0	**1**	0	**3**	**1**	**4**	**1**	**2**	0	**3**
+15 mins.	0	3	0	3	0	0	**1**	1	0	3	1	4	0	2	0	2
+30 mins.	0	3	0	3	0	0	0	0	1	2	1	4	0	0	0	0
+45 mins.	0	**5**	**1**	**6**	0	0	0	0	**2**	0	0	2	0	0	0	0
Total Volume	0	12	1	13	0	1	1	2	3	8	3	14	1	4	0	5
% App. Total	0	92.3	7.7		0	50	50		21.4	57.1	21.4		20	80	0	
PHF	.000	.600	.250	.542	.000	.250	.250	.500	.375	.667	.750	.875	.250	.500	.000	.417

Location: Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Beech Avenue	East Leg Santa Ana Avenue	South Leg Beech Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Beech Avenue	East Leg Santa Ana Avenue	South Leg Beech Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	2

Location: Fontana
N/S: Beech Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Beech Avenue			Westbound Santa Ana Avenue			Northbound Beech Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Beech Avenue			Westbound Santa Ana Avenue			Northbound Beech Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

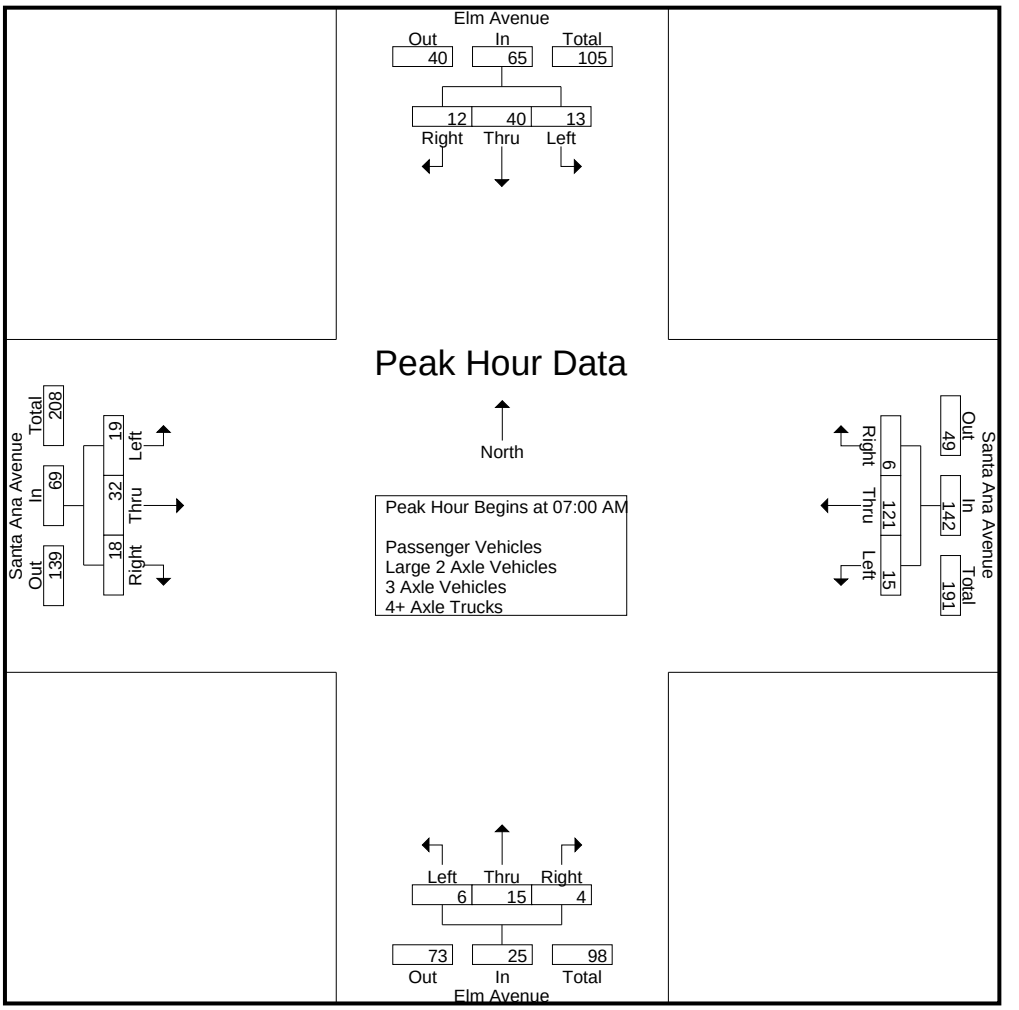
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	14	2	19	3	26	1	30	1	4	2	7	8	5	3	16	72
07:15 AM	5	5	1	11	4	37	2	43	2	5	1	8	1	8	5	14	76
07:30 AM	4	8	5	17	5	29	1	35	2	5	0	7	0	9	4	13	72
07:45 AM	1	13	4	18	3	29	2	34	1	1	1	3	10	10	6	26	81
Total	13	40	12	65	15	121	6	142	6	15	4	25	19	32	18	69	301
08:00 AM	1	9	3	13	4	24	0	28	0	1	2	3	6	12	5	23	67
08:15 AM	2	8	6	16	1	25	0	26	1	1	0	2	5	5	10	20	64
08:30 AM	3	9	3	15	3	11	5	19	2	6	0	8	2	10	2	14	56
08:45 AM	1	5	3	9	0	15	4	19	1	7	2	10	5	11	0	16	54
Total	7	31	15	53	8	75	9	92	4	15	4	23	18	38	17	73	241
Grand Total	20	71	27	118	23	196	15	234	10	30	8	48	37	70	35	142	542
Apprch %	16.9	60.2	22.9		9.8	83.8	6.4		20.8	62.5	16.7		26.1	49.3	24.6		
Total %	3.7	13.1	5	21.8	4.2	36.2	2.8	43.2	1.8	5.5	1.5	8.9	6.8	12.9	6.5	26.2	
Passenger Vehicles	15	56	25	96	22	171	14	207	5	24	5	34	30	58	33	121	458
% Passenger Vehicles	75	78.9	92.6	81.4	95.7	87.2	93.3	88.5	50	80	62.5	70.8	81.1	82.9	94.3	85.2	84.5
Large 2 Axle Vehicles	3	2	1	6	1	9	1	11	0	0	1	1	1	7	0	8	26
% Large 2 Axle Vehicles	15	2.8	3.7	5.1	4.3	4.6	6.7	4.7	0	0	12.5	2.1	2.7	10	0	5.6	4.8
3 Axle Vehicles	1	2	1	4	0	6	0	6	0	0	0	0	3	2	1	6	16
% 3 Axle Vehicles	5	2.8	3.7	3.4	0	3.1	0	2.6	0	0	0	0	8.1	2.9	2.9	4.2	3
4+ Axle Trucks	1	11	0	12	0	10	0	10	5	6	2	13	3	3	1	7	42
% 4+ Axle Trucks	5	15.5	0	10.2	0	5.1	0	4.3	50	20	25	27.1	8.1	4.3	2.9	4.9	7.7

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	**14**	2	**19**	3	26	1	30	1	4	**2**	7	8	5	3	16	72
07:15 AM	**5**	5	1	11	4	**37**	**2**	**43**	**2**	**5**	1	**8**	1	8	5	14	76
07:30 AM	4	8	**5**	17	**5**	29	1	35	2	5	0	7	0	9	4	13	72
07:45 AM	1	13	4	18	3	29	2	34	1	1	1	3	**10**	**10**	**6**	**26**	**81**
Total Volume	13	40	12	65	15	121	6	142	6	15	4	25	19	32	18	69	301
% App. Total	20	61.5	18.5		10.6	85.2	4.2		24	60	16		27.5	46.4	26.1		
PHF	.650	.714	.600	.855	.750	.818	.750	.826	.750	.750	.500	.781	.475	.800	.750	.663	.929

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	3	**14**	2	**19**	3	26	1	30	1	4	**2**	7	**10**	10	6	**26**
+15 mins.	**5**	5	1	11	4	**37**	**2**	**43**	**2**	**5**	1	**8**	6	**12**	5	23
+30 mins.	4	8	**5**	17	**5**	29	1	35	2	5	0	7	5	5	**10**	20
+45 mins.	1	13	4	18	3	29	2	34	1	1	1	3	2	10	2	14
Total Volume	13	40	12	65	15	121	6	142	6	15	4	25	23	37	23	83
% App. Total	20	61.5	18.5		10.6	85.2	4.2		24	60	16		27.7	44.6	27.7	
PHF	.650	.714	.600	.855	.750	.818	.750	.826	.750	.750	.500	.781	.575	.771	.575	.798

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

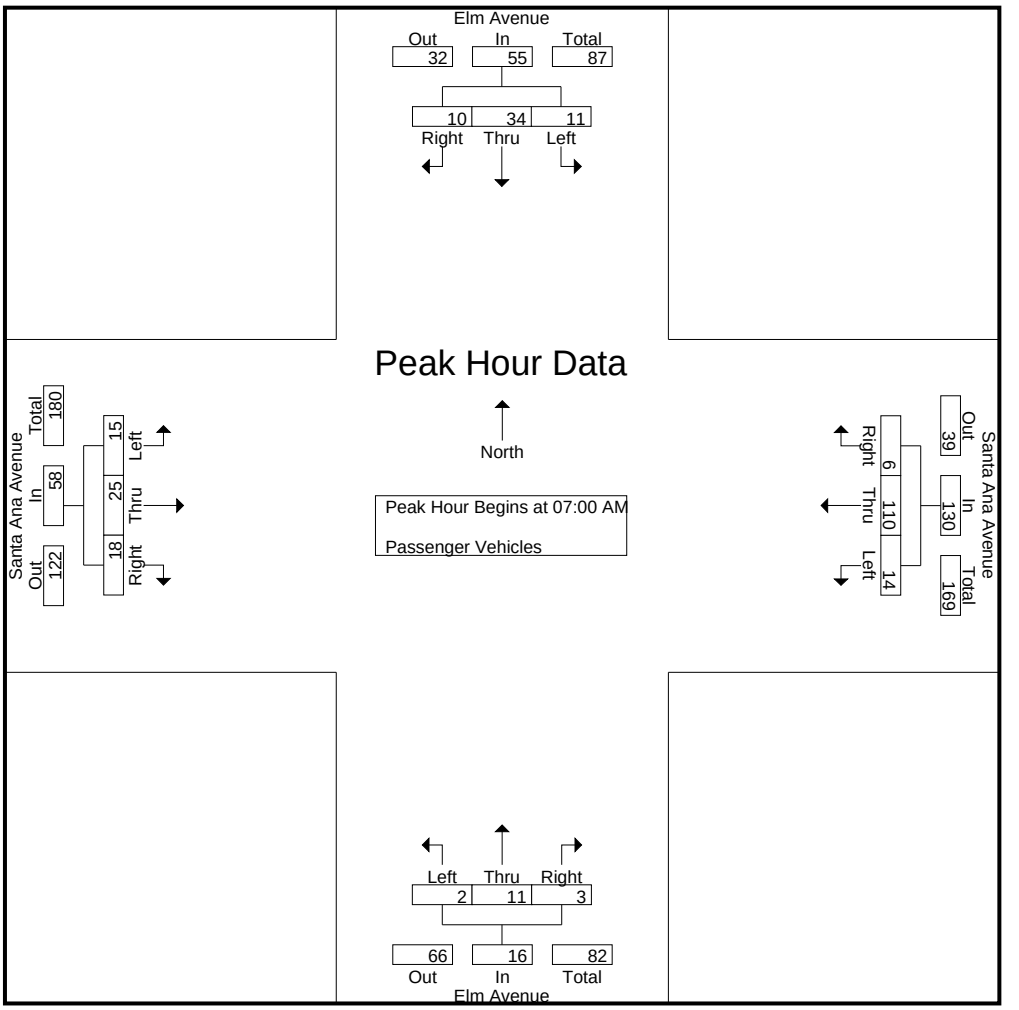
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	11	2	16	3	22	1	26	0	4	2	6	6	4	3	13	61
07:15 AM	5	4	1	10	3	34	2	39	0	3	0	3	1	5	5	11	63
07:30 AM	2	7	4	13	5	27	1	33	1	3	0	4	0	7	4	11	61
07:45 AM	1	12	3	16	3	27	2	32	1	1	1	3	8	9	6	23	74
Total	11	34	10	55	14	110	6	130	2	11	3	16	15	25	18	58	259
08:00 AM	1	7	3	11	4	21	0	25	0	1	2	3	6	12	4	22	61
08:15 AM	1	5	6	12	1	22	0	23	1	0	0	1	4	5	9	18	54
08:30 AM	1	6	3	10	3	8	5	16	1	6	0	7	1	9	2	12	45
08:45 AM	1	4	3	8	0	10	3	13	1	6	0	7	4	7	0	11	39
Total	4	22	15	41	8	61	8	77	3	13	2	18	15	33	15	63	199
Grand Total	15	56	25	96	22	171	14	207	5	24	5	34	30	58	33	121	458
Apprch %	15.6	58.3	26		10.6	82.6	6.8		14.7	70.6	14.7		24.8	47.9	27.3		
Total %	3.3	12.2	5.5	21	4.8	37.3	3.1	45.2	1.1	5.2	1.1	7.4	6.6	12.7	7.2	26.4	

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	11	2	**16**	3	22	1	26	0	**4**	**2**	**6**	6	4	3	13	61
07:15 AM	**5**	4	1	10	3	**34**	**2**	**39**	0	3	0	3	1	5	5	11	63
07:30 AM	2	7	**4**	13	**5**	27	1	33	**1**	3	0	4	0	7	4	11	61
07:45 AM	1	**12**	3	16	3	27	2	32	1	1	1	3	**8**	**9**	**6**	**23**	**74**
Total Volume	11	34	10	55	14	110	6	130	2	11	3	16	15	25	18	58	259
% App. Total	20	61.8	18.2		10.8	84.6	4.6		12.5	68.8	18.8		25.9	43.1	31		
PHF	.550	.708	.625	.859	.700	.809	.750	.833	.500	.688	.375	.667	.469	.694	.750	.630	.875

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	11	2	**16**	3	22	1	26	0	**4**	**2**	**6**	6	4	3	13
+15 mins.	**5**	4	1	10	3	**34**	**2**	**39**	0	3	0	3	1	5	5	11
+30 mins.	2	7	**4**	13	**5**	27	1	33	**1**	3	0	4	0	7	4	11
+45 mins.	1	**12**	3	16	3	27	2	32	1	1	1	3	**8**	**9**	**6**	**23**
Total Volume	11	34	10	55	14	110	6	130	2	11	3	16	15	25	18	58
% App. Total	20	61.8	18.2		10.8	84.6	4.6		12.5	68.8	18.8		25.9	43.1	31	
PHF	.550	.708	.625	.859	.700	.809	.750	.833	.500	.688	.375	.667	.469	.694	.750	.630

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

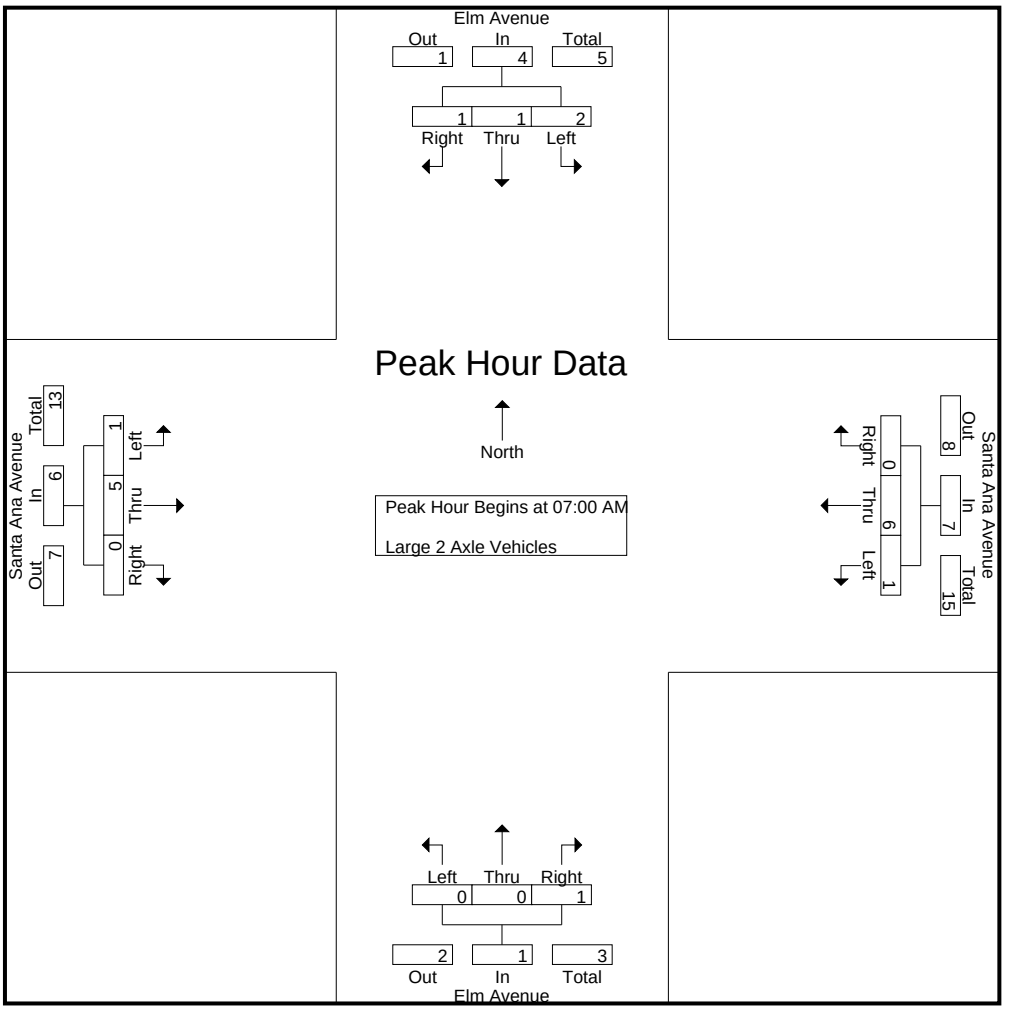
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1	4
07:15 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	3	0	3	7
07:30 AM	2	1	1	4	0	0	0	0	0	0	0	0	0	2	0	2	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	2	1	1	4	1	6	0	7	0	0	1	1	1	5	0	6	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	1	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
Total	1	1	0	2	0	3	1	4	0	0	0	0	0	2	0	2	8
Grand Total	3	2	1	6	1	9	1	11	0	0	1	1	1	7	0	8	26
Apprch %	50	33.3	16.7		9.1	81.8	9.1		0	0	100		12.5	87.5	0		
Total %	11.5	7.7	3.8	23.1	3.8	34.6	3.8	42.3	0	0	3.8	3.8	3.8	26.9	0	30.8	

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**1**	0	0	1	4
07:15 AM	0	0	0	0	**1**	2	0	3	0	0	**1**	**1**	0	**3**	0	**3**	**7**
07:30 AM	**2**	**1**	**1**	**4**	0	0	0	0	0	0	0	0	0	2	0	2	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	1	1	4	1	6	0	7	0	0	1	1	1	5	0	6	18
% App. Total	50	25	25		14.3	85.7	0		0	0	100		16.7	83.3	0		
PHF	.250	.250	.250	.250	.250	.500	.000	.583	.000	.000	.250	.250	.250	.417	.000	.500	.643

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Corona, CA 92878
(951)268-6268

City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	**1**	2	0	3	0	0	**1**	**1**	0	**3**	0	**3**
+30 mins.	**2**	**1**	**1**	**4**	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	2	1	1	4	1	6	0	7	0	0	1	1	1	5	0	6
% App. Total	50	25	25		14.3	85.7	0		0	0	100		16.7	83.3	0	
PHF	.250	.250	.250	.250	.250	.500	.000	.583	.000	.000	.250	.250	.250	.417	.000	.500

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

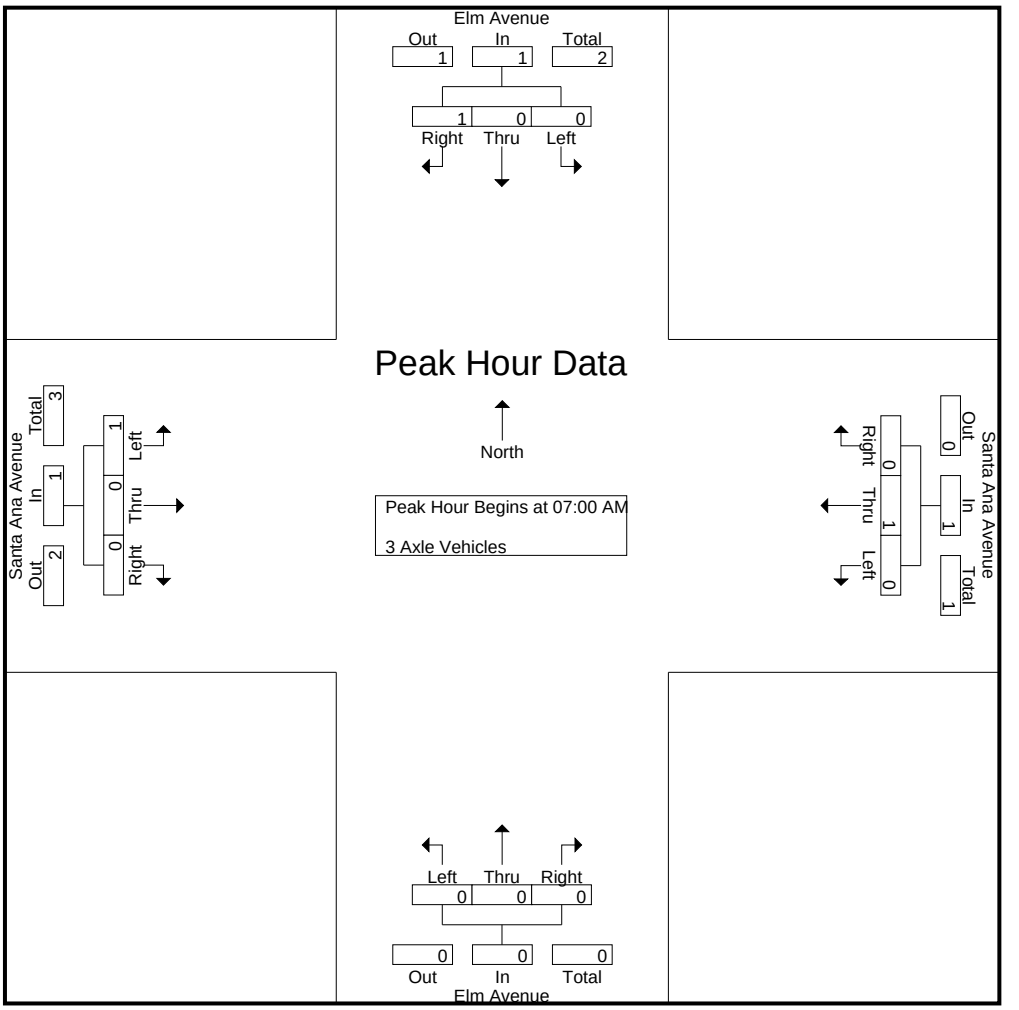
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	1	1	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
Total	1	2	0	3	0	5	0	5	0	0	0	0	2	2	1	5	13
Grand Total	1	2	1	4	0	6	0	6	0	0	0	0	3	2	1	6	16
Apprch %	25	50	25		0	100	0		0	0	0		50	33.3	16.7		
Total %	6.2	12.5	6.2	25	0	37.5	0	37.5	0	0	0	0	18.8	12.5	6.2	37.5	

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.750

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

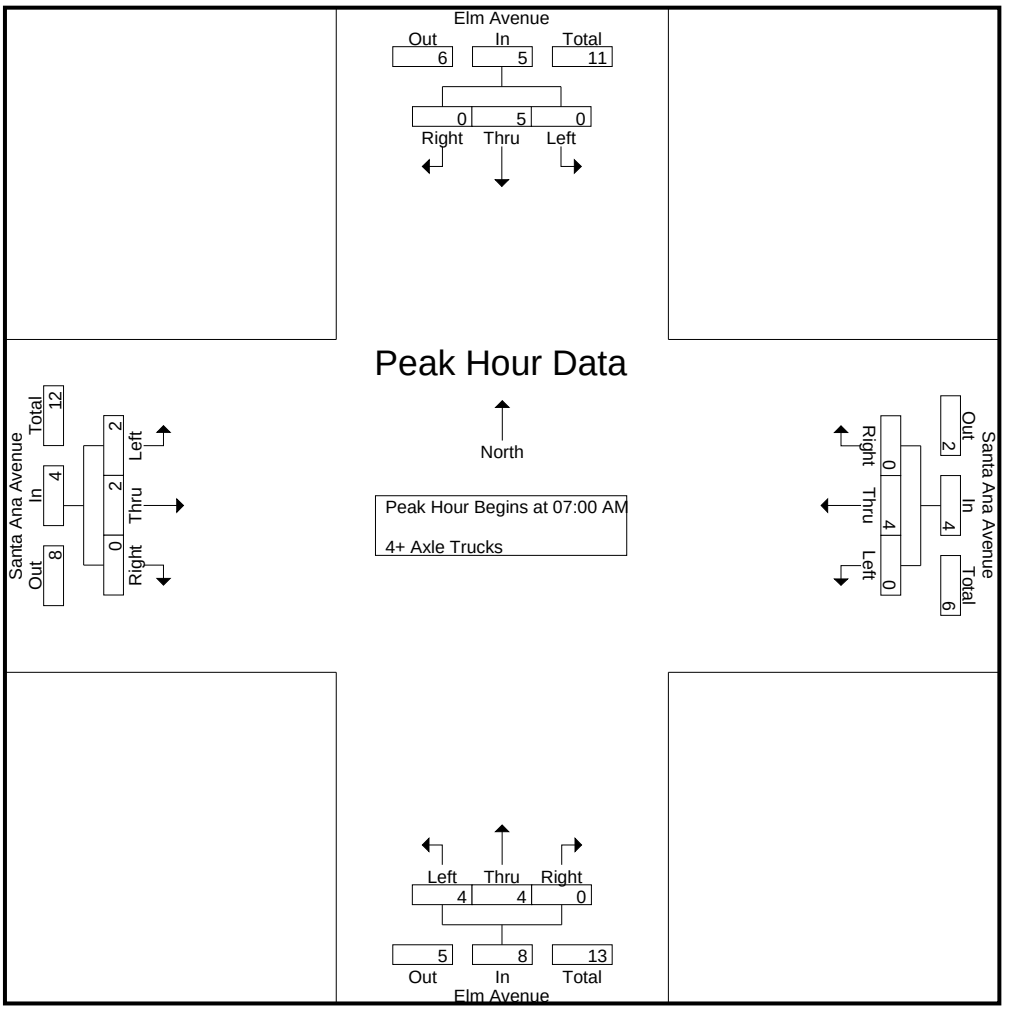
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	1	0	1	1	0	0	1	0	1	0	1	6
07:15 AM	0	1	0	1	0	0	0	0	2	2	0	4	0	0	0	0	5
07:30 AM	0	0	0	0	0	2	0	2	1	2	0	3	0	0	0	0	5
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	2	1	0	3	5
Total	0	5	0	5	0	4	0	4	4	4	0	8	2	2	0	4	21
08:00 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	1	2	5
08:30 AM	1	2	0	3	0	1	0	1	1	0	0	1	0	0	0	0	5
08:45 AM	0	1	0	1	0	2	0	2	0	1	2	3	0	1	0	1	7
Total	1	6	0	7	0	6	0	6	1	2	2	5	1	1	1	3	21
Grand Total	1	11	0	12	0	10	0	10	5	6	2	13	3	3	1	7	42
Apprch %	8.3	91.7	0		0	100	0		38.5	46.2	15.4		42.9	42.9	14.3		
Total %	2.4	26.2	0	28.6	0	23.8	0	23.8	11.9	14.3	4.8	31	7.1	7.1	2.4	16.7	

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**3**	0	**3**	0	1	0	1	1	0	0	1	0	**1**	0	1	**6**
07:15 AM	0	1	0	1	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0	5
07:30 AM	0	0	0	0	0	**2**	0	**2**	1	2	0	3	0	0	0	0	5
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	**2**	1	0	**3**	5
Total Volume	0	5	0	5	0	4	0	4	4	4	0	8	2	2	0	4	21
% App. Total	0	100	0		0	100	0		50	50	0		50	50	0		
PHF	.000	.417	.000	.417	.000	.500	.000	.500	.500	.500	.000	.500	.250	.500	.000	.333	.875

Counts Unlimited, Inc.
PO Box 1178
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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA AM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**3**	0	**3**	0	1	0	1	1	0	0	1	0	**1**	0	1
+15 mins.	0	1	0	1	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	1	2	0	3	0	0	0	0
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	**2**	1	0	**3**
Total Volume	0	5	0	5	0	4	0	4	4	4	0	8	2	2	0	4
% App. Total	0	100	0		0	100	0		50	50	0		50	50	0	
PHF	.000	.417	.000	.417	.000	.500	.000	.500	.500	.500	.000	.500	.250	.500	.000	.333

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

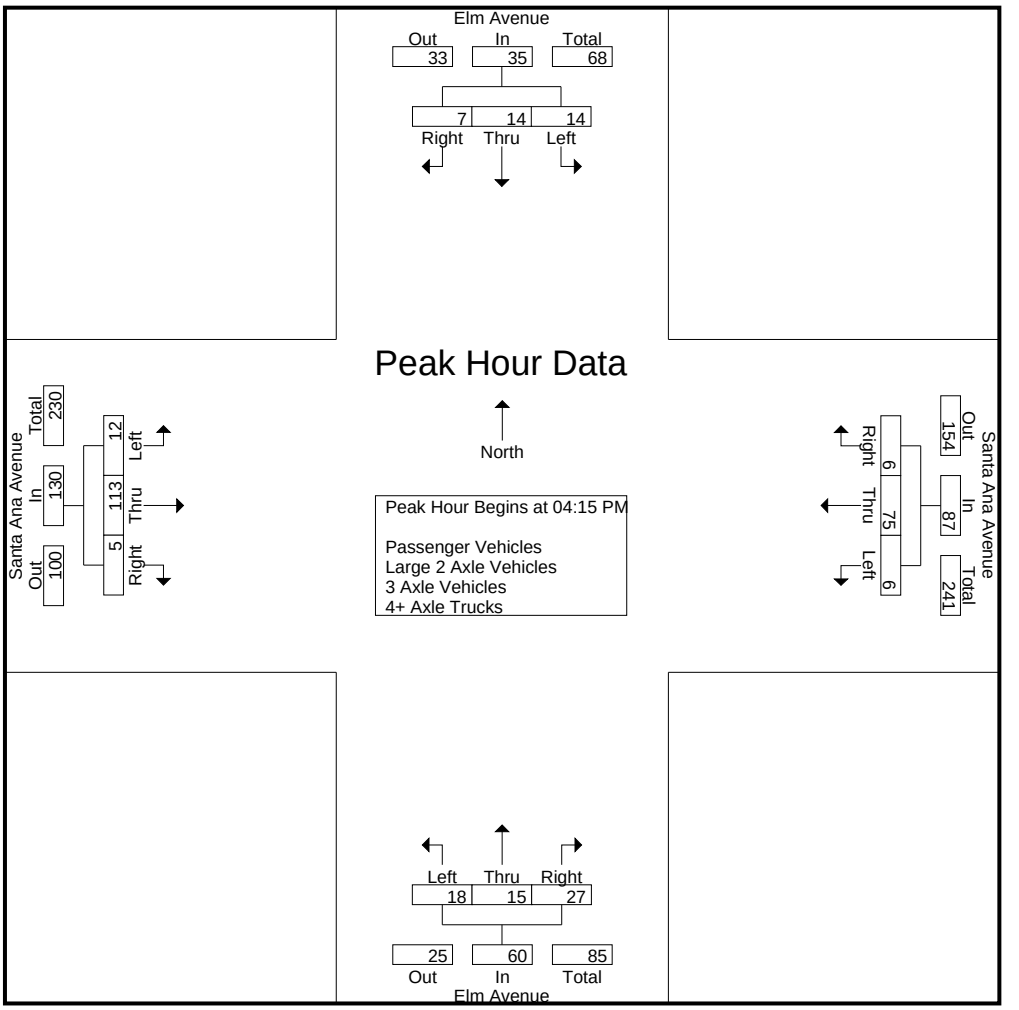
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	5	3	12	1	14	2	17	1	1	3	5	4	38	1	43	77
04:15 PM	2	3	0	5	3	18	1	22	5	5	7	17	1	31	1	33	77
04:30 PM	7	5	5	17	1	13	0	14	2	1	7	10	3	23	0	26	67
04:45 PM	2	5	1	8	1	21	3	25	5	5	7	17	5	29	3	37	87
Total	15	18	9	42	6	66	6	78	13	12	24	49	13	121	5	139	308
05:00 PM	3	1	1	5	1	23	2	26	6	4	6	16	3	30	1	34	81
05:15 PM	1	3	4	8	0	11	1	12	4	1	2	7	1	22	1	24	51
05:30 PM	4	6	1	11	0	17	1	18	5	4	2	11	2	15	1	18	58
05:45 PM	3	2	0	5	3	15	2	20	1	5	3	9	2	5	1	8	42
Total	11	12	6	29	4	66	6	76	16	14	13	43	8	72	4	84	232
Grand Total	26	30	15	71	10	132	12	154	29	26	37	92	21	193	9	223	540
Apprch %	36.6	42.3	21.1		6.5	85.7	7.8		31.5	28.3	40.2		9.4	86.5	4		
Total %	4.8	5.6	2.8	13.1	1.9	24.4	2.2	28.5	5.4	4.8	6.9	17	3.9	35.7	1.7	41.3	
Passenger Vehicles	21	22	11	54	9	120	7	136	27	22	36	85	13	173	9	195	470
% Passenger Vehicles	80.8	73.3	73.3	76.1	90	90.9	58.3	88.3	93.1	84.6	97.3	92.4	61.9	89.6	100	87.4	87
Large 2 Axle Vehicles	1	5	1	7	0	6	3	9	2	4	0	6	3	8	0	11	33
% Large 2 Axle Vehicles	3.8	16.7	6.7	9.9	0	4.5	25	5.8	6.9	15.4	0	6.5	14.3	4.1	0	4.9	6.1
3 Axle Vehicles	2	1	0	3	0	3	1	4	0	0	0	0	0	3	0	3	10
% 3 Axle Vehicles	7.7	3.3	0	4.2	0	2.3	8.3	2.6	0	0	0	0	0	1.6	0	1.3	1.9
4+ Axle Trucks	2	2	3	7	1	3	1	5	0	0	1	1	5	9	0	14	27
% 4+ Axle Trucks	7.7	6.7	20	9.9	10	2.3	8.3	3.2	0	0	2.7	1.1	23.8	4.7	0	6.3	5

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	3	0	5	**3**	18	1	22	5	**5**	**7**	**17**	1	**31**	1	33	77
04:30 PM	**7**	**5**	**5**	**17**	1	13	0	14	2	1	7	10	3	23	0	26	67
04:45 PM	2	5	1	8	1	21	**3**	25	5	5	7	17	**5**	29	**3**	**37**	**87**
05:00 PM	3	1	1	5	1	**23**	2	**26**	**6**	4	6	16	3	30	1	34	81
Total Volume	14	14	7	35	6	75	6	87	18	15	27	60	12	113	5	130	312
% App. Total	40	40	20		6.9	86.2	6.9		30	25	45		9.2	86.9	3.8		
PHF	.500	.700	.350	.515	.500	.815	.500	.837	.750	.750	.964	.882	.600	.911	.417	.878	.897

Counts Unlimited, Inc.
PO Box 1178
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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				04:00 PM			
+0 mins.	4	**5**	3	12	**3**	18	1	22	5	**5**	**7**	**17**	4	**38**	1	**43**
+15 mins.	2	3	0	5	1	13	0	14	2	1	7	10	1	31	1	33
+30 mins.	**7**	5	**5**	**17**	1	21	**3**	25	5	5	7	17	3	23	0	26
+45 mins.	2	5	1	8	1	**23**	2	**26**	**6**	4	6	16	**5**	29	**3**	37
Total Volume	15	18	9	42	6	75	6	87	18	15	27	60	13	121	5	139
% App. Total	35.7	42.9	21.4		6.9	86.2	6.9		30	25	45		9.4	87.1	3.6	
PHF	.536	.900	.450	.618	.500	.815	.500	.837	.750	.750	.964	.882	.650	.796	.417	.808

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

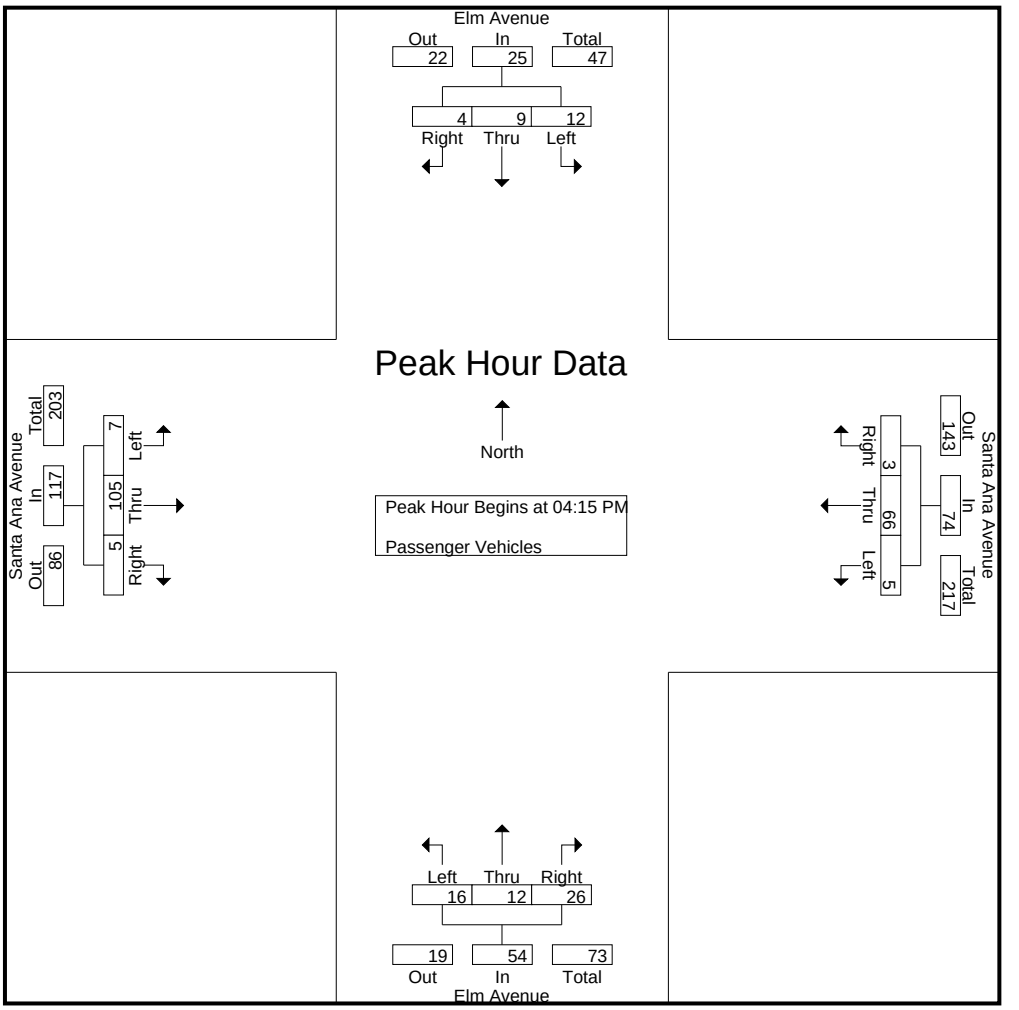
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	4	3	9	1	13	1	15	1	1	3	5	4	30	1	35	64
04:15 PM	2	2	0	4	2	12	0	14	5	5	7	17	0	29	1	30	65
04:30 PM	6	5	4	15	1	13	0	14	2	1	6	9	2	21	0	23	61
04:45 PM	1	1	0	2	1	20	2	23	4	4	7	15	4	27	3	34	74
Total	11	12	7	30	5	58	3	66	12	11	23	46	10	107	5	122	264
05:00 PM	3	1	0	4	1	21	1	23	5	2	6	13	1	28	1	30	70
05:15 PM	1	3	3	7	0	10	1	11	4	1	2	7	0	21	1	22	47
05:30 PM	3	5	1	9	0	16	0	16	5	4	2	11	2	13	1	16	52
05:45 PM	3	1	0	4	3	15	2	20	1	4	3	8	0	4	1	5	37
Total	10	10	4	24	4	62	4	70	15	11	13	39	3	66	4	73	206
Grand Total	21	22	11	54	9	120	7	136	27	22	36	85	13	173	9	195	470
Apprch %	38.9	40.7	20.4		6.6	88.2	5.1		31.8	25.9	42.4		6.7	88.7	4.6		
Total %	4.5	4.7	2.3	11.5	1.9	25.5	1.5	28.9	5.7	4.7	7.7	18.1	2.8	36.8	1.9	41.5	

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	2	0	4	**2**	12	0	14	**5**	**5**	**7**	**17**	0	**29**	1	30	65
04:30 PM	**6**	**5**	**4**	**15**	1	13	0	14	2	1	6	9	2	21	0	23	61
04:45 PM	1	1	0	2	1	20	**2**	**23**	4	4	7	15	**4**	27	**3**	**34**	**74**
05:00 PM	3	1	0	4	1	**21**	1	23	5	2	6	13	1	28	1	30	70
Total Volume	12	9	4	25	5	66	3	74	16	12	26	54	7	105	5	117	270
% App. Total	48	36	16		6.8	89.2	4.1		29.6	22.2	48.1		6	89.7	4.3		
PHF	.500	.450	.250	.417	.625	.786	.375	.804	.800	.600	.929	.794	.438	.905	.417	.860	.912

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	2	0	4	**2**	12	0	14	**5**	**5**	**7**	**17**	0	**29**	1	30
+15 mins.	**6**	**5**	**4**	**15**	1	13	0	14	2	1	6	9	2	21	0	23
+30 mins.	1	1	0	2	1	20	**2**	**23**	4	4	7	15	**4**	27	**3**	**34**
+45 mins.	3	1	0	4	1	**21**	1	23	5	2	6	13	1	28	1	30
Total Volume	12	9	4	25	5	66	3	74	16	12	26	54	7	105	5	117
% App. Total	48	36	16		6.8	89.2	4.1		29.6	22.2	48.1		6	89.7	4.3	
PHF	.500	.450	.250	.417	.625	.786	.375	.804	.800	.600	.929	.794	.438	.905	.417	.860

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

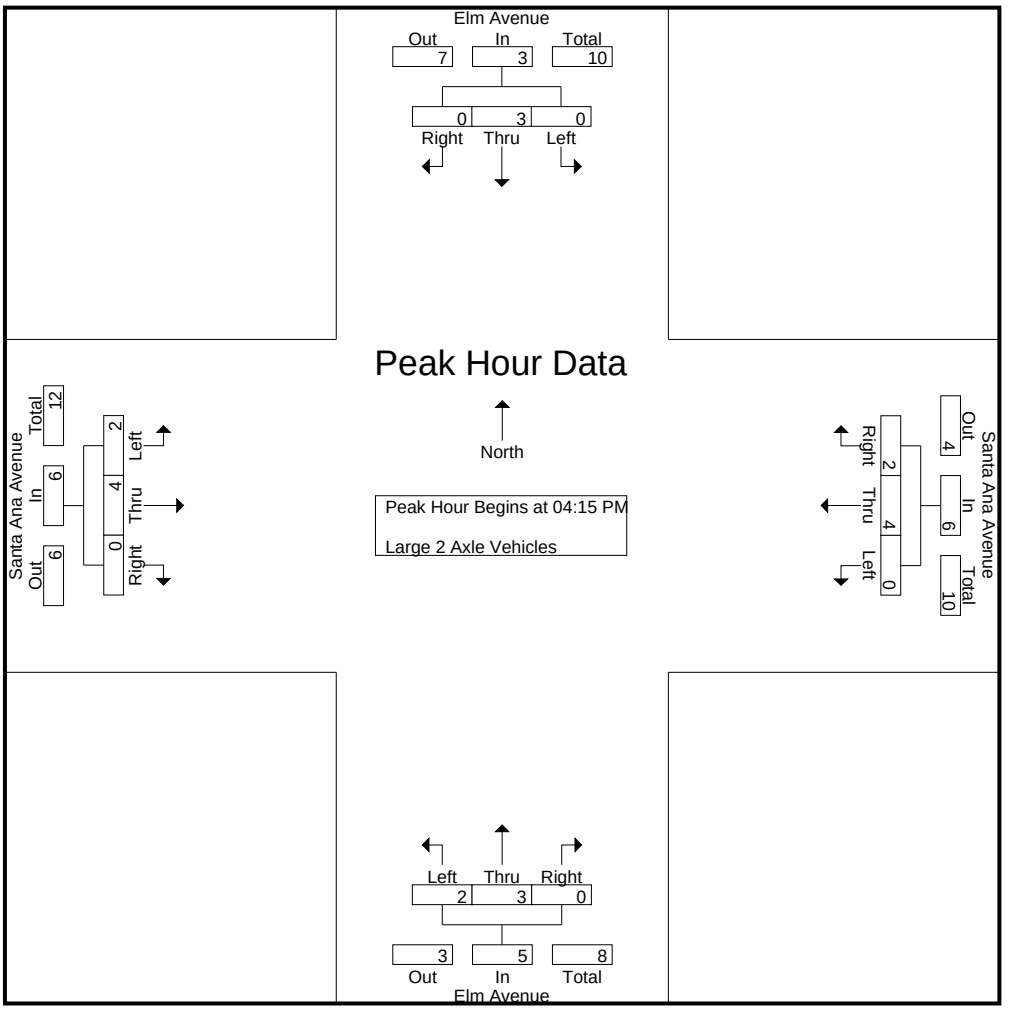
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	3	0	3	6
04:15 PM	0	1	0	1	0	2	1	3	0	0	0	0	0	2	0	2	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	2	0	2	0	1	0	1	1	1	0	2	0	1	0	1	6
Total	1	4	0	5	0	4	1	5	1	1	0	2	0	7	0	7	19
05:00 PM	0	0	0	0	0	1	1	2	1	2	0	3	2	0	0	2	7
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	1	0	2	4
Total	0	1	1	2	0	2	2	4	1	3	0	4	3	1	0	4	14
Grand Total	1	5	1	7	0	6	3	9	2	4	0	6	3	8	0	11	33
Apprch %	14.3	71.4	14.3		0	66.7	33.3		33.3	66.7	0		27.3	72.7	0		
Total %	3	15.2	3	21.2	0	18.2	9.1	27.3	6.1	12.1	0	18.2	9.1	24.2	0	33.3	

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	**2**	**1**	**3**	0	0	0	0	0	**2**	0	**2**	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	**2**	0	**2**	0	1	0	1	**1**	1	0	2	0	1	0	1	6
05:00 PM	0	0	0	0	0	1	1	2	1	**2**	0	**3**	**2**	0	0	2	**7**
Total Volume	0	3	0	3	0	4	2	6	2	3	0	5	2	4	0	6	20
% App. Total	0	100	0		0	66.7	33.3		40	60	0		33.3	66.7	0		
PHF	.000	.375	.000	.375	.000	.500	.500	.500	.500	.375	.000	.417	.250	.500	.000	.750	.714

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	0	**2**	**1**	**3**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	**2**	0	**2**	0	1	0	1	**1**	1	0	2	0	1	0	1
+45 mins.	0	0	0	0	0	1	1	2	1	**2**	0	**3**	**2**	0	0	2
Total Volume	0	3	0	3	0	4	2	6	2	3	0	5	2	4	0	6
% App. Total	0	100	0		0	66.7	33.3		40	60	0		33.3	66.7	0	
PHF	.000	.375	.000	.375	.000	.500	.500	.500	.500	.375	.000	.417	.250	.500	.000	.750

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

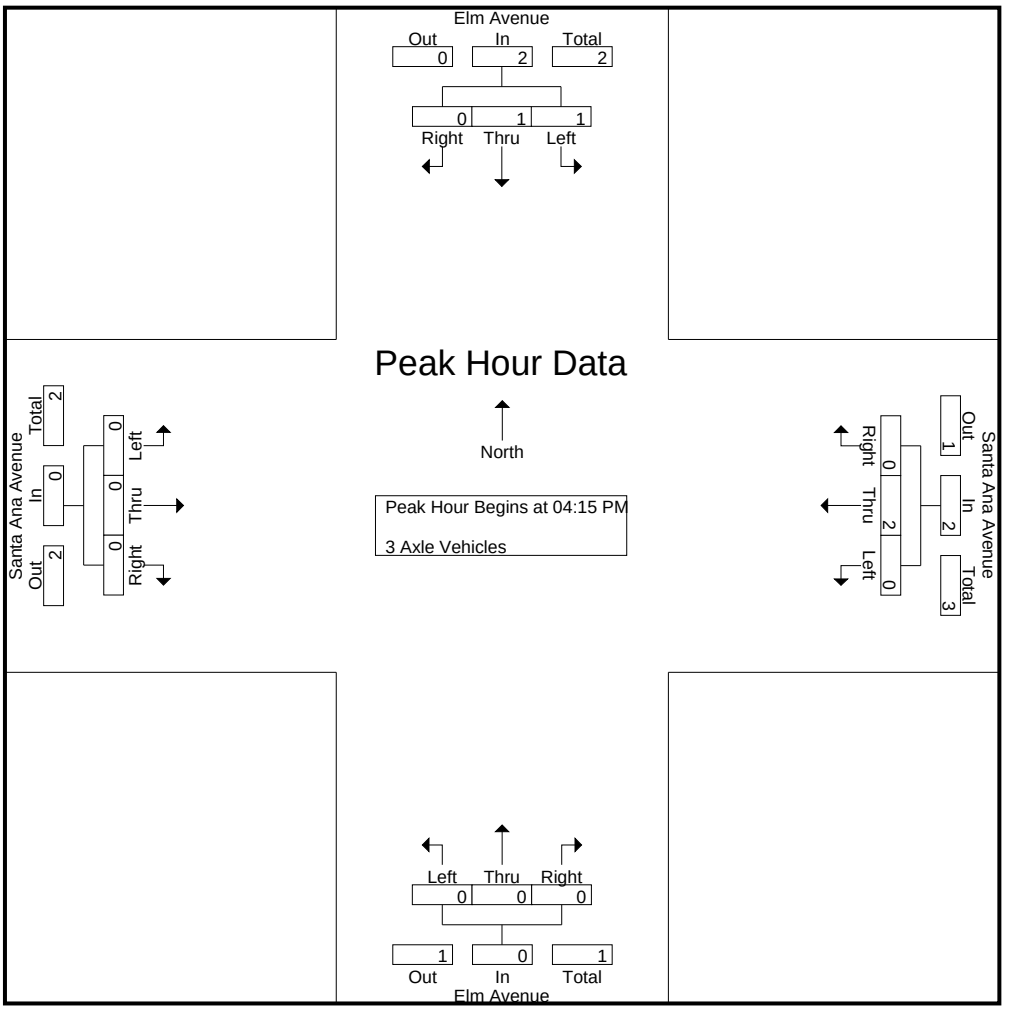
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	3	0	3	5
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	1	0	3	0	2	1	3	0	0	0	0	0	3	0	3	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	2	1	0	3	0	3	1	4	0	0	0	0	0	3	0	3	10
Apprch %	66.7	33.3	0		0	75	25		0	0	0		0	100	0		
Total %	20	10	0	30	0	30	10	40	0	0	0	0	0	30	0	30	

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
04:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
% App. Total	50	50	0		0	100	0		0	0	0		0	0	0		
PHF	.250	.250	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	50	50	0		0	100	0		0	0	0		0	0	0	
PHF	.250	.250	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

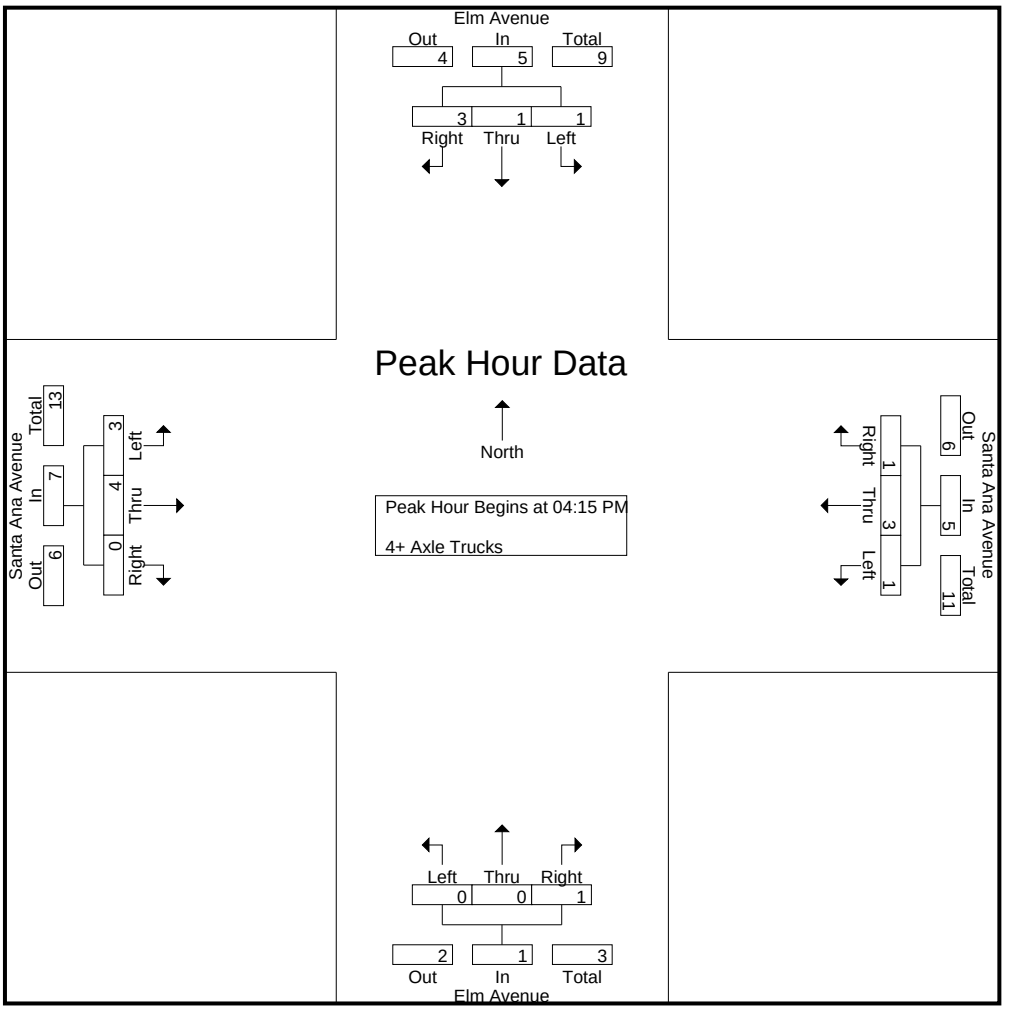
	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	1	2	0	3	0	0	0	0	1	0	0	1	4
04:30 PM	0	0	1	1	0	0	0	0	0	0	1	1	1	1	0	2	4
04:45 PM	1	1	1	3	0	0	1	1	0	0	0	0	1	1	0	2	6
Total	1	1	2	4	1	2	1	4	0	0	1	1	3	4	0	7	16
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	1	1	3	0	1	0	1	0	0	0	0	2	5	0	7	11
Grand Total	2	2	3	7	1	3	1	5	0	0	1	1	5	9	0	14	27
Apprch %	28.6	28.6	42.9		20	60	20		0	0	100		35.7	64.3	0		
Total %	7.4	7.4	11.1	25.9	3.7	11.1	3.7	18.5	0	0	3.7	3.7	18.5	33.3	0	51.9	

	Elm Avenue Southbound				Santa Ana Avenue Westbound				Elm Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**1**	0	0	1	4
04:30 PM	0	0	**1**	1	0	0	0	0	0	0	**1**	**1**	1	1	0	**2**	4
04:45 PM	**1**	**1**	1	**3**	0	0	**1**	1	0	0	0	0	1	1	0	2	**6**
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	**2**	0	2	4
Total Volume	1	1	3	5	1	3	1	5	0	0	1	1	3	4	0	7	18
% App. Total	20	20	60		20	60	20		0	0	100		42.9	57.1	0		
PHF	.250	.250	.750	.417	.250	.375	.250	.417	.000	.000	.250	.250	.750	.500	.000	.875	.750

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City of Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 13_FON_Elm_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	**1**	**1**	1	1	0	**2**
+30 mins.	**1**	**1**	1	**3**	0	0	**1**	1	0	0	0	0	1	1	0	2
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	**2**	0	2
Total Volume	1	1	3	5	1	3	1	5	0	0	1	1	3	4	0	7
% App. Total	20	20	60		20	60	20		0	0	100		42.9	57.1	0	
PHF	.250	.250	.750	.417	.250	.375	.250	.417	.000	.000	.250	.250	.750	.500	.000	.875

Location: Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Elm Avenue	East Leg Santa Ana Avenue	South Leg Elm Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Elm Avenue	East Leg Santa Ana Avenue	South Leg Elm Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

Location: Fontana
N/S: Elm Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Elm Avenue			Westbound Santa Ana Avenue			Northbound Elm Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Elm Avenue			Westbound Santa Ana Avenue			Northbound Elm Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 14_FON_Pop_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

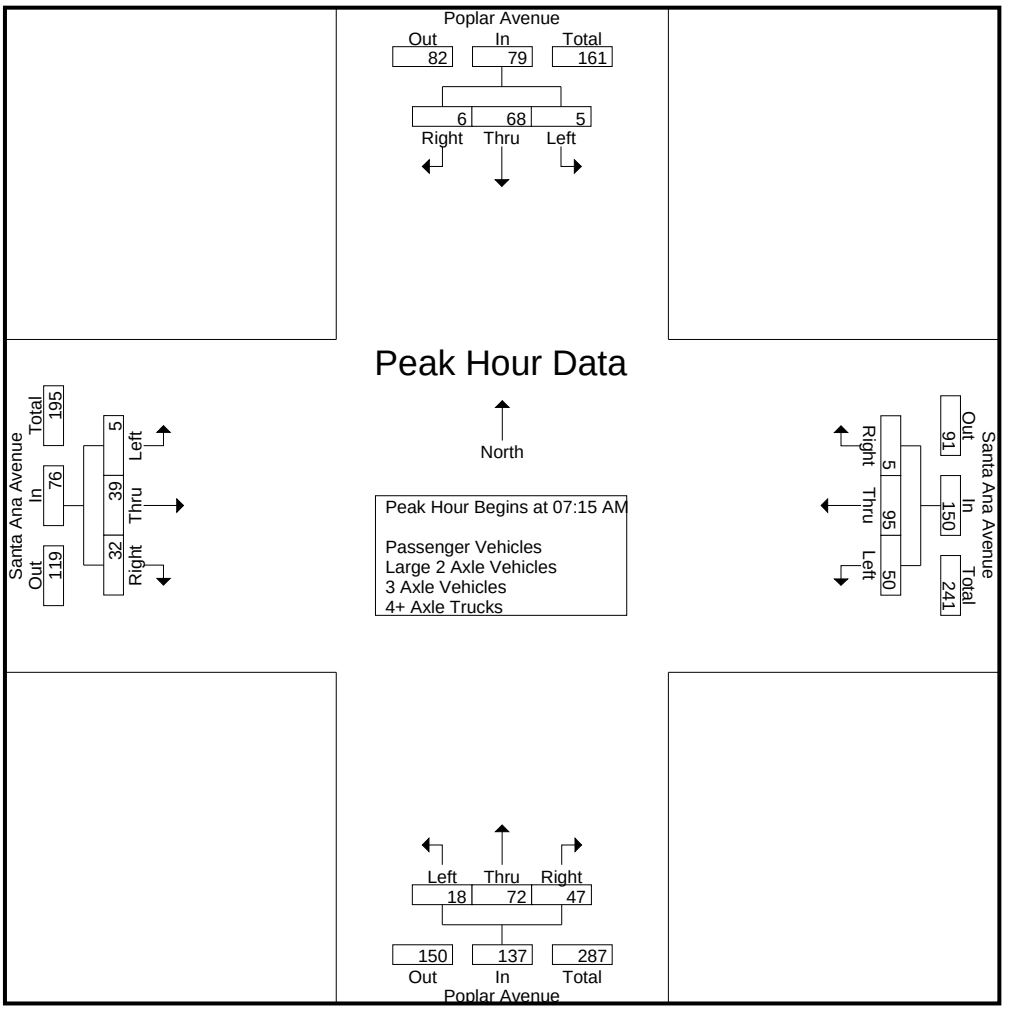
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	14	2	19	8	27	2	37	0	15	8	23	1	5	4	10	89
07:15 AM	3	16	1	20	14	20	2	36	4	18	9	31	1	4	15	20	107
07:30 AM	1	17	1	19	13	22	1	36	4	18	16	38	2	6	4	12	105
07:45 AM	1	17	1	19	13	38	2	53	3	18	9	30	1	15	8	24	126
Total	8	64	5	77	48	107	7	162	11	69	42	122	5	30	31	66	427
08:00 AM	0	18	3	21	10	15	0	25	7	18	13	38	1	14	5	20	104
08:15 AM	4	10	0	14	11	28	2	41	5	15	10	30	0	5	7	12	97
08:30 AM	2	18	1	21	13	14	1	28	10	15	7	32	1	8	5	14	95
08:45 AM	2	15	1	18	13	20	1	34	8	11	6	25	0	9	6	15	92
Total	8	61	5	74	47	77	4	128	30	59	36	125	2	36	23	61	388
Grand Total	16	125	10	151	95	184	11	290	41	128	78	247	7	66	54	127	815
Apprch %	10.6	82.8	6.6		32.8	63.4	3.8		16.6	51.8	31.6		5.5	52	42.5		
Total %	2	15.3	1.2	18.5	11.7	22.6	1.3	35.6	5	15.7	9.6	30.3	0.9	8.1	6.6	15.6	
Passenger Vehicles	7	99	9	115	80	170	9	259	33	114	69	216	5	53	46	104	694
% Passenger Vehicles	43.8	79.2	90	76.2	84.2	92.4	81.8	89.3	80.5	89.1	88.5	87.4	71.4	80.3	85.2	81.9	85.2
Large 2 Axle Vehicles	3	9	0	12	3	6	0	9	6	4	2	12	0	7	6	13	46
% Large 2 Axle Vehicles	18.8	7.2	0	7.9	3.2	3.3	0	3.1	14.6	3.1	2.6	4.9	0	10.6	11.1	10.2	5.6
3 Axle Vehicles	2	3	1	6	2	3	1	6	0	3	0	3	0	0	0	0	15
% 3 Axle Vehicles	12.5	2.4	10	4	2.1	1.6	9.1	2.1	0	2.3	0	1.2	0	0	0	0	1.8
4+ Axle Trucks	4	14	0	18	10	5	1	16	2	7	7	16	2	6	2	10	60
% 4+ Axle Trucks	25	11.2	0	11.9	10.5	2.7	9.1	5.5	4.9	5.5	9	6.5	28.6	9.1	3.7	7.9	7.4

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**3**	16	1	20	**14**	20	**2**	36	4	**18**	9	31	1	4	**15**	20	107
07:30 AM	1	17	1	19	13	22	1	36	4	18	**16**	**38**	**2**	6	4	12	105
07:45 AM	1	17	1	19	13	**38**	2	**53**	3	18	9	30	1	**15**	8	**24**	**126**
08:00 AM	0	**18**	**3**	**21**	10	15	0	25	**7**	18	13	38	1	14	5	20	104
Total Volume	5	68	6	79	50	95	5	150	18	72	47	137	5	39	32	76	442
% App. Total	6.3	86.1	7.6		33.3	63.3	3.3		13.1	52.6	34.3		6.6	51.3	42.1		
PHF	.417	.944	.500	.940	.893	.625	.625	.708	.643	1.00	.734	.901	.625	.650	.533	.792	.877

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City of Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 14_FON_Pop_SA AM
Site Code : 221069
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	**3**	16	1	20	8	27	**2**	37	4	**18**	9	31	1	4	**15**	20
+15 mins.	1	17	1	19	**14**	20	2	36	4	18	**16**	**38**	**2**	6	4	12
+30 mins.	1	17	1	19	13	22	1	36	3	18	9	30	1	**15**	8	**24**
+45 mins.	0	**18**	**3**	**21**	13	**38**	2	**53**	**7**	18	13	38	1	14	5	20
Total Volume	5	68	6	79	48	107	7	162	18	72	47	137	5	39	32	76
% App. Total	6.3	86.1	7.6		29.6	66	4.3		13.1	52.6	34.3		6.6	51.3	42.1	
PHF	.417	.944	.500	.940	.857	.704	.875	.764	.643	1.000	.734	.901	.625	.650	.533	.792

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City of Fontana
N/S: Poplar Avenue
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File Name : 14_FON_Pop_SA AM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- Passenger Vehicles

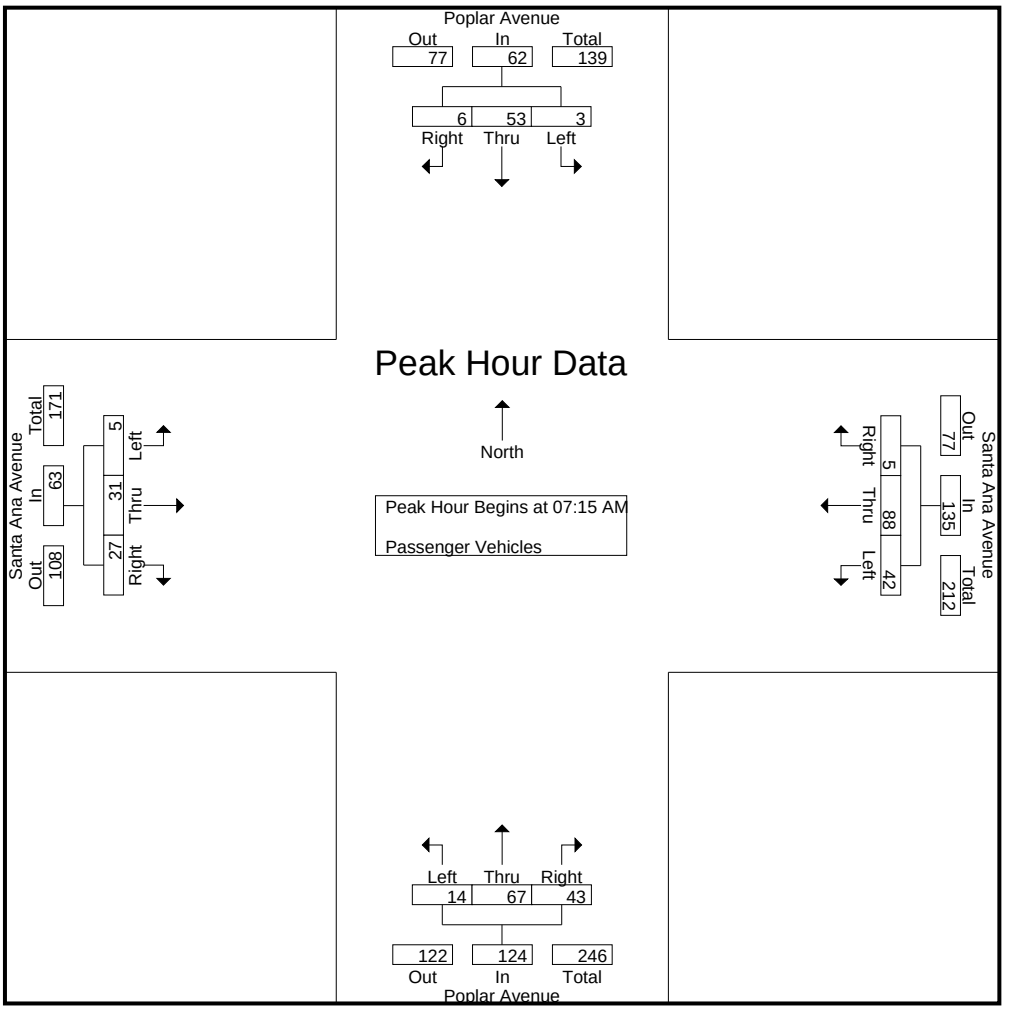
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	11	1	13	8	26	1	35	0	15	8	23	0	3	3	6	77
07:15 AM	1	15	1	17	11	18	2	31	3	17	9	29	1	4	13	18	95
07:30 AM	1	13	1	15	11	20	1	32	3	17	15	35	2	6	4	12	94
07:45 AM	1	12	1	14	12	35	2	49	3	18	7	28	1	10	8	19	110
Total	4	51	4	59	42	99	6	147	9	67	39	115	4	23	28	55	376
08:00 AM	0	13	3	16	8	15	0	23	5	15	12	32	1	11	2	14	85
08:15 AM	1	10	0	11	10	25	1	36	3	13	8	24	0	5	5	10	81
08:30 AM	1	15	1	17	11	13	1	25	10	10	6	26	0	7	5	12	80
08:45 AM	1	10	1	12	9	18	1	28	6	9	4	19	0	7	6	13	72
Total	3	48	5	56	38	71	3	112	24	47	30	101	1	30	18	49	318
Grand Total	7	99	9	115	80	170	9	259	33	114	69	216	5	53	46	104	694
Apprch %	6.1	86.1	7.8		30.9	65.6	3.5		15.3	52.8	31.9		4.8	51	44.2		
Total %	1	14.3	1.3	16.6	11.5	24.5	1.3	37.3	4.8	16.4	9.9	31.1	0.7	7.6	6.6	15	

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	**15**	1	**17**	11	18	**2**	31	3	17	9	29	1	4	**13**	18	95
07:30 AM	1	13	1	15	11	20	1	32	3	17	**15**	**35**	**2**	6	4	12	94
07:45 AM	1	12	1	14	**12**	**35**	2	**49**	3	**18**	7	28	1	10	8	**19**	**110**
08:00 AM	0	13	**3**	16	8	15	0	23	**5**	15	12	32	1	**11**	2	14	85
Total Volume	3	53	6	62	42	88	5	135	14	67	43	124	5	31	27	63	384
% App. Total	4.8	85.5	9.7		31.1	65.2	3.7		11.3	54	34.7		7.9	49.2	42.9		
PHF	.750	.883	.500	.912	.875	.629	.625	.689	.700	.931	.717	.886	.625	.705	.519	.829	.873

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City of Fontana
N/S: Poplar Avenue
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File Name : 14_FON_Pop_SA AM
Site Code : 221069
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	**15**	1	**17**	11	18	**2**	31	3	17	9	29	1	4	**13**	18
+15 mins.	1	13	1	15	11	20	1	32	3	17	**15**	**35**	**2**	6	4	12
+30 mins.	1	12	1	14	**12**	**35**	2	**49**	3	**18**	7	28	1	10	8	**19**
+45 mins.	0	13	**3**	16	8	15	0	23	**5**	15	12	32	1	**11**	2	14
Total Volume	3	53	6	62	42	88	5	135	14	67	43	124	5	31	27	63
% App. Total	4.8	85.5	9.7		31.1	65.2	3.7		11.3	54	34.7		7.9	49.2	42.9	
PHF	.750	.883	.500	.912	.875	.629	.625	.689	.700	.931	.717	.886	.625	.705	.519	.829

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City of Fontana
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File Name : 14_FON_Pop_SA AM
Site Code : 221069
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Groups Printed- Large 2 Axle Vehicles

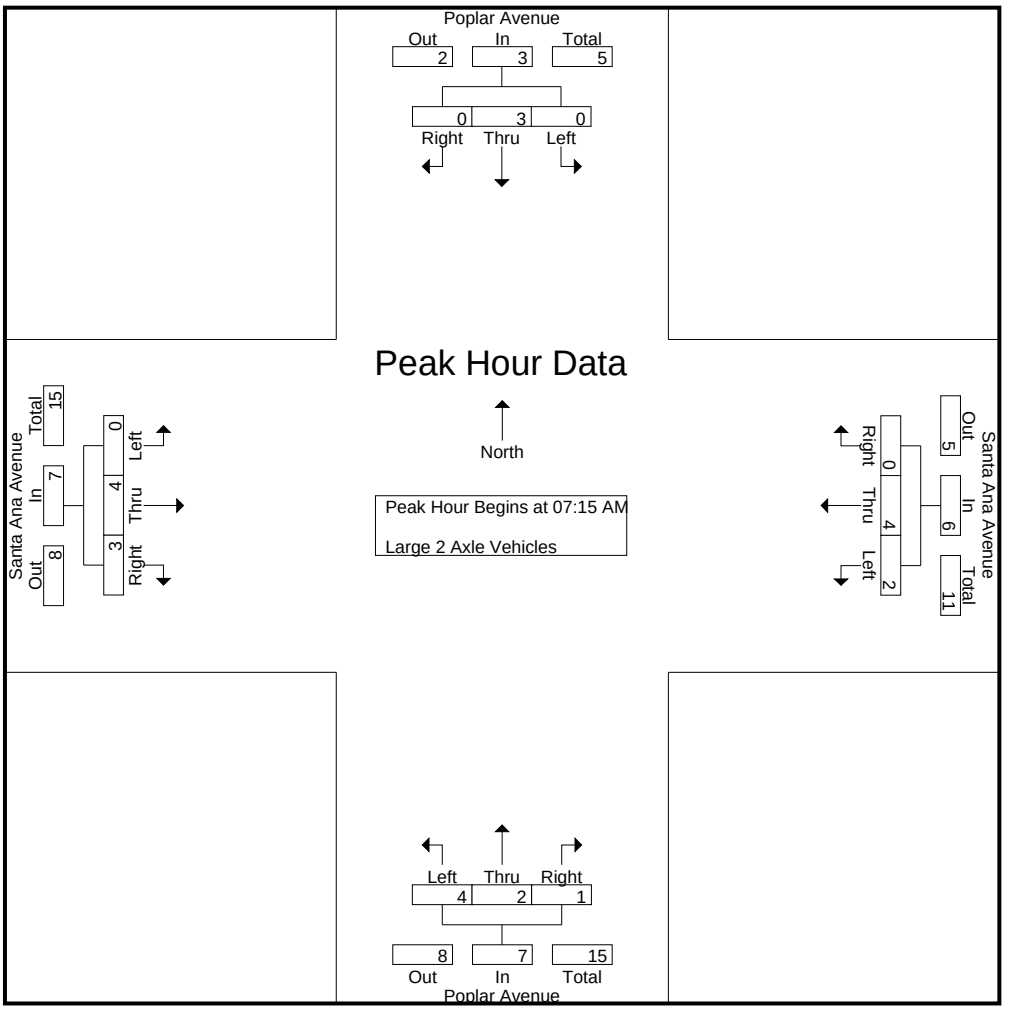
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	2	0	4	0	0	0	0	0	0	0	0	0	2	1	3	7
07:15 AM	0	1	0	1	1	1	0	2	1	1	0	2	0	0	2	2	7
07:30 AM	0	1	0	1	1	2	0	3	1	1	1	3	0	0	0	0	7
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	2	4	0	6	2	4	0	6	2	2	1	5	0	5	3	8	25
08:00 AM	0	1	0	1	0	0	0	0	2	0	0	2	0	1	1	2	5
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
08:30 AM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:45 AM	0	3	0	3	1	1	0	2	2	0	1	3	0	1	0	1	9
Total	1	5	0	6	1	2	0	3	4	2	1	7	0	2	3	5	21
Grand Total	3	9	0	12	3	6	0	9	6	4	2	12	0	7	6	13	46
Apprch %	25	75	0		33.3	66.7	0		50	33.3	16.7		0	53.8	46.2		
Total %	6.5	19.6	0	26.1	6.5	13	0	19.6	13	8.7	4.3	26.1	0	15.2	13	28.3	

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	**1**	1	0	2	1	**1**	0	2	0	0	**2**	2	**7**
07:30 AM	0	1	0	1	1	**2**	0	**3**	1	1	**1**	**3**	0	0	0	0	7
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	4
08:00 AM	0	1	0	1	0	0	0	0	**2**	0	0	2	0	1	1	2	5
Total Volume	0	3	0	3	2	4	0	6	4	2	1	7	0	4	3	7	23
% App. Total	0	100	0		33.3	66.7	0		57.1	28.6	14.3		0	57.1	42.9		
PHF	.000	.750	.000	.750	.500	.500	.000	.500	.500	.500	.250	.583	.000	.333	.375	.583	.821

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City of Fontana
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File Name : 14_FON_Pop_SA AM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	**1**	**1**	1	0	2	1	**1**	0	2	0	0	**2**	2
+15 mins.	0	1	0	1	1	**2**	0	**3**	1	1	**1**	**3**	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	1	0	1	0	0	0	0	**2**	0	0	2	0	1	1	2
Total Volume	0	3	0	3	2	4	0	6	4	2	1	7	0	4	3	7
% App. Total	0	100	0		33.3	66.7	0		57.1	28.6	14.3		0	57.1	42.9	
PHF	.000	.750	.000	.750	.500	.500	.000	.500	.500	.500	.250	.583	.000	.333	.375	.583

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City of Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 14_FON_Pop_SA AM
Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- 3 Axle Vehicles

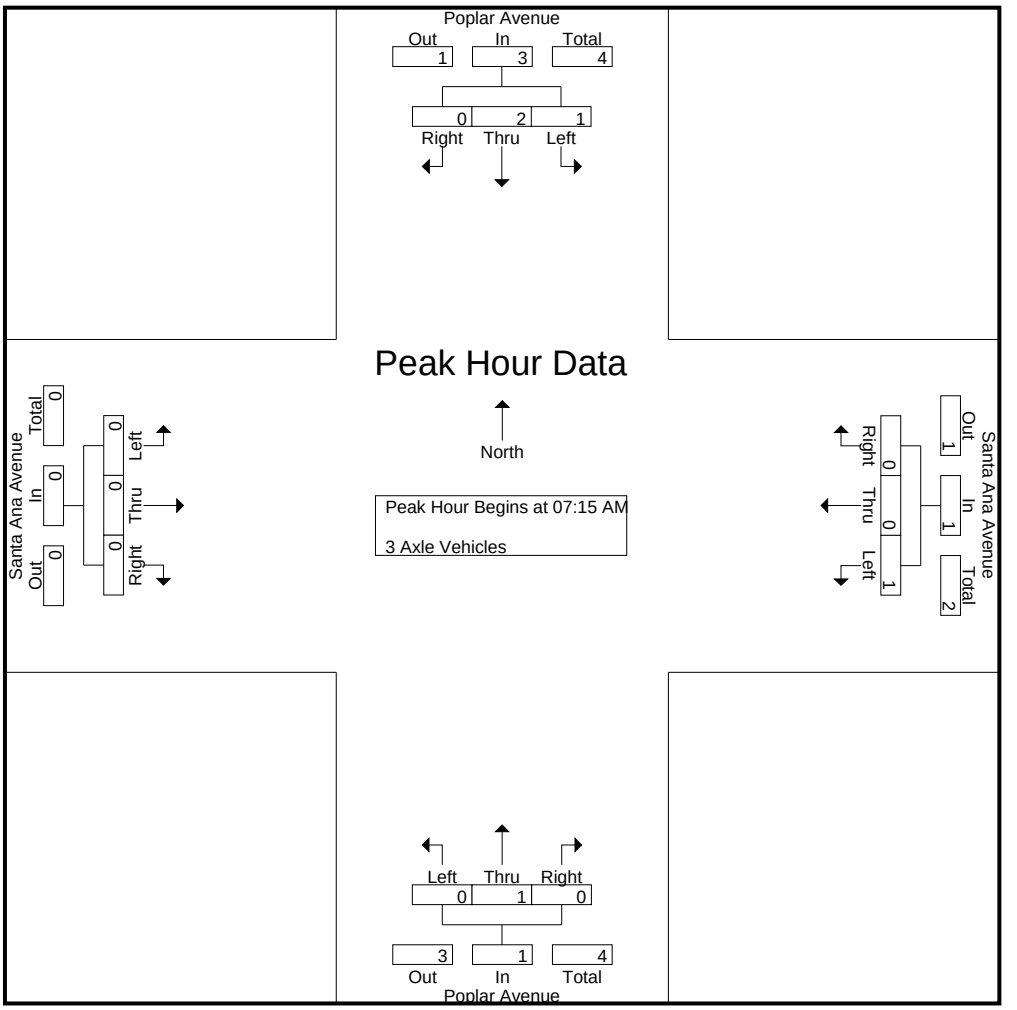
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
07:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	1	3	1	1	1	3	0	0	0	0	0	0	0	0	6
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	1	2	0	3	1	2	0	3	0	3	0	3	0	0	0	0	9
Grand Total	2	3	1	6	2	3	1	6	0	3	0	3	0	0	0	0	15
Apprch %	33.3	50	16.7		33.3	50	16.7		0	100	0		0	0	0		
Total %	13.3	20	6.7	40	13.3	20	6.7	40	0	20	0	20	0	0	0	0	

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
Total Volume	1	2	0	3	1	0	0	1	0	1	0	1	0	0	0	0	5
% App. Total	33.3	66.7	0		100	0	0		0	100	0		0	0	0		
PHF	.250	.500	.000	.750	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.625

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	1	2	0	3	1	0	0	1	0	1	0	1	0	0	0	0
% App. Total	33.3	66.7	0		100	0	0		0	100	0		0	0	0	
PHF	.250	.500	.000	.750	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

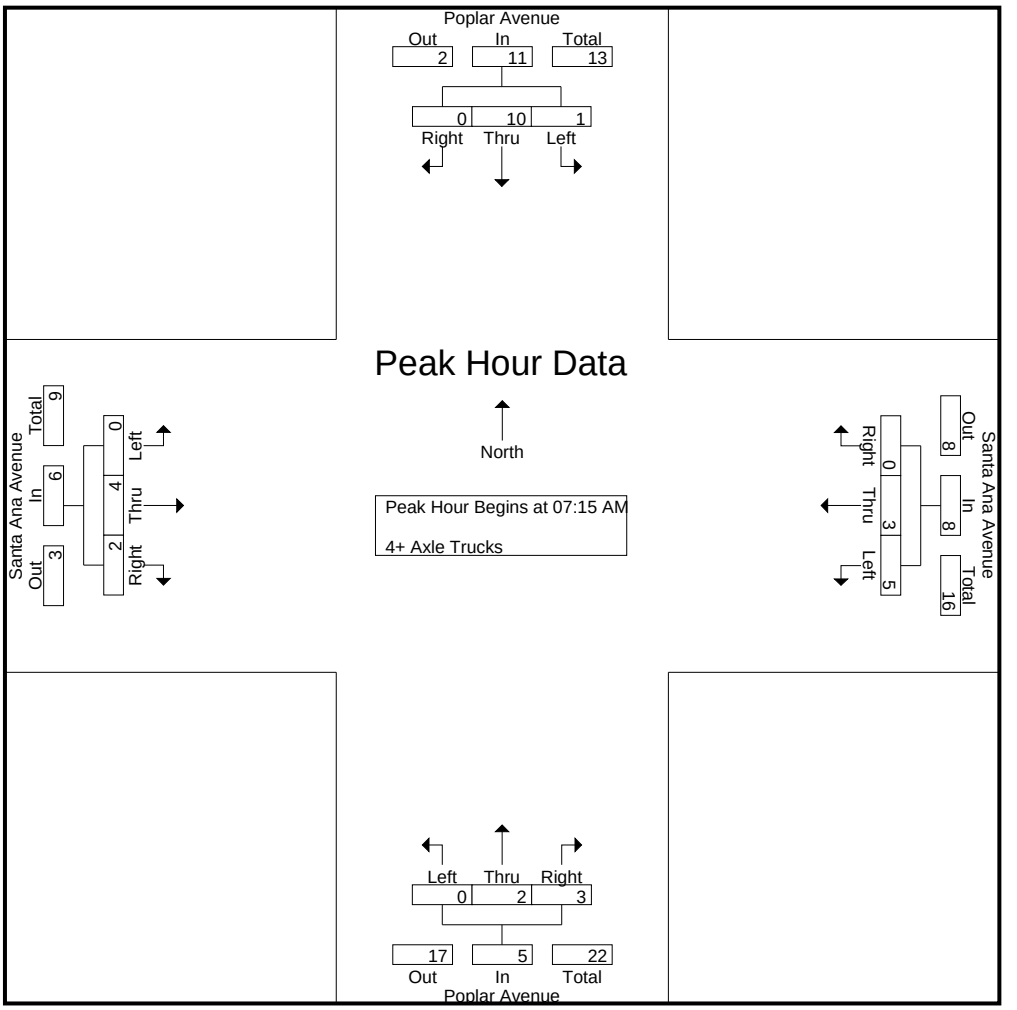
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
07:30 AM	0	3	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
07:45 AM	0	4	0	4	1	2	0	3	0	0	2	2	0	2	0	2	11
Total	1	8	0	9	3	3	0	6	0	0	2	2	1	2	0	3	20
08:00 AM	0	3	0	3	2	0	0	2	0	2	1	3	0	2	2	4	12
08:15 AM	2	0	0	2	1	1	1	3	2	1	2	5	0	0	0	0	10
08:30 AM	0	2	0	2	1	1	0	2	0	2	1	3	1	1	0	2	9
08:45 AM	1	1	0	2	3	0	0	3	0	2	1	3	0	1	0	1	9
Total	3	6	0	9	7	2	1	10	2	7	5	14	1	4	2	7	40
Grand Total	4	14	0	18	10	5	1	16	2	7	7	16	2	6	2	10	60
Apprch %	22.2	77.8	0		62.5	31.2	6.2		12.5	43.8	43.8		20	60	20		
Total %	6.7	23.3	0	30	16.7	8.3	1.7	26.7	3.3	11.7	11.7	26.7	3.3	10	3.3	16.7	

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
07:30 AM	0	3	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
07:45 AM	0	**4**	0	**4**	1	**2**	0	**3**	0	0	**2**	2	0	**2**	0	2	11
08:00 AM	0	3	0	3	**2**	0	0	2	0	**2**	1	**3**	0	2	**2**	**4**	**12**
Total Volume	1	10	0	11	5	3	0	8	0	2	3	5	0	4	2	6	30
% App. Total	9.1	90.9	0		62.5	37.5	0		0	40	60		0	66.7	33.3		
PHF	.250	.625	.000	.688	.625	.375	.000	.667	.000	.250	.375	.417	.000	.500	.250	.375	.625

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	3	0	3	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	**4**	0	**4**	1	**2**	0	**3**	0	0	**2**	2	0	**2**	0	2
+45 mins.	0	3	0	3	**2**	0	0	2	0	**2**	1	**3**	0	2	**2**	**4**
Total Volume	1	10	0	11	5	3	0	8	0	2	3	5	0	4	2	6
% App. Total	9.1	90.9	0		62.5	37.5	0		0	40	60		0	66.7	33.3	
PHF	.250	.625	.000	.688	.625	.375	.000	.667	.000	.250	.375	.417	.000	.500	.250	.375

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

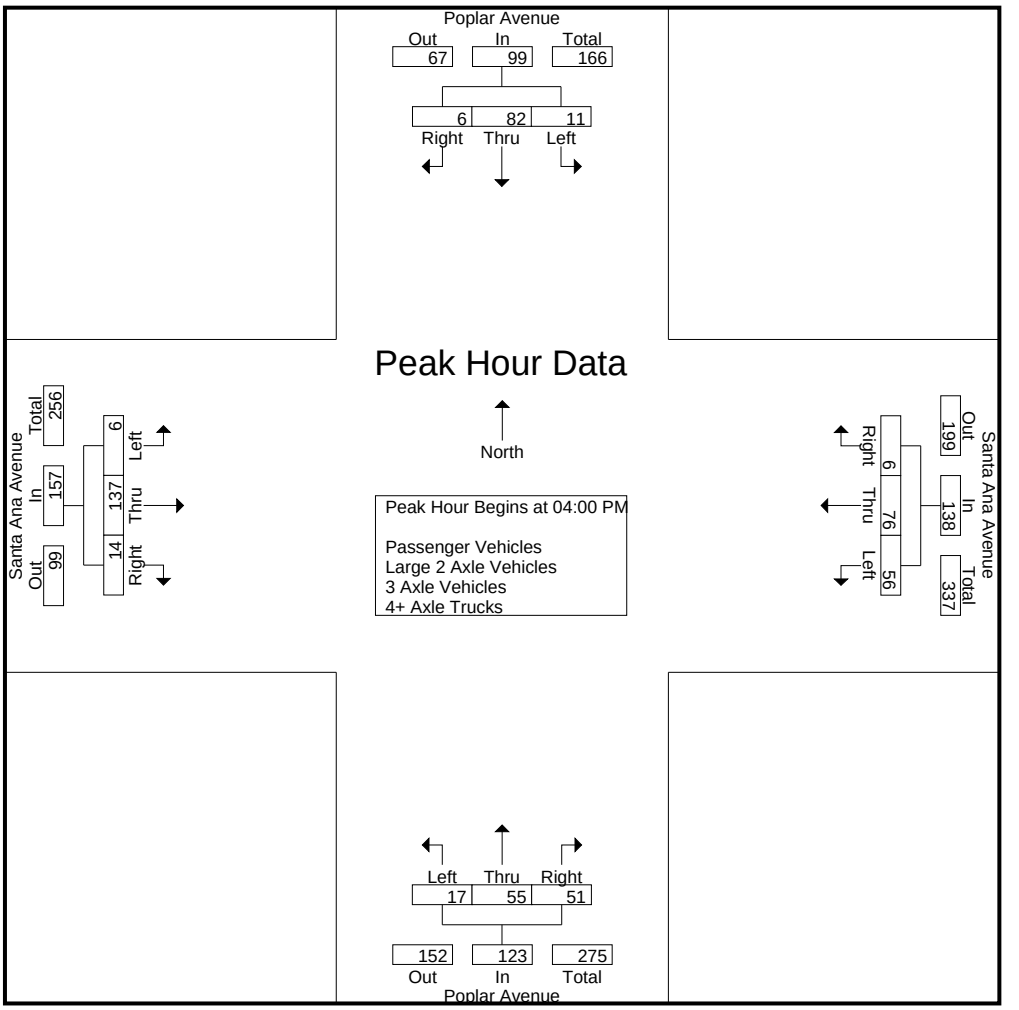
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	25	1	30	13	23	0	36	4	15	19	38	2	52	3	57	161
04:15 PM	3	18	2	23	20	17	2	39	5	14	12	31	2	35	4	41	134
04:30 PM	1	24	1	26	14	11	2	27	5	13	10	28	0	31	3	34	115
04:45 PM	3	15	2	20	9	25	2	36	3	13	10	26	2	19	4	25	107
Total	11	82	6	99	56	76	6	138	17	55	51	123	6	137	14	157	517
05:00 PM	3	25	1	29	11	13	4	28	2	16	10	28	1	37	5	43	128
05:15 PM	4	15	2	21	11	16	0	27	2	14	10	26	0	16	3	19	93
05:30 PM	1	29	0	30	13	15	0	28	2	11	5	18	2	27	2	31	107
05:45 PM	3	21	0	24	6	6	0	12	3	24	5	32	1	6	3	10	78
Total	11	90	3	104	41	50	4	95	9	65	30	104	4	86	13	103	406
Grand Total	22	172	9	203	97	126	10	233	26	120	81	227	10	223	27	260	923
Apprch %	10.8	84.7	4.4		41.6	54.1	4.3		11.5	52.9	35.7		3.8	85.8	10.4		
Total %	2.4	18.6	1	22	10.5	13.7	1.1	25.2	2.8	13	8.8	24.6	1.1	24.2	2.9	28.2	
Passenger Vehicles	19	160	6	185	91	117	8	216	23	97	70	190	10	209	21	240	831
% Passenger Vehicles	86.4	93	66.7	91.1	93.8	92.9	80	92.7	88.5	80.8	86.4	83.7	100	93.7	77.8	92.3	90
Large 2 Axle Vehicles	0	3	0	3	2	5	1	8	2	7	4	13	0	6	3	9	33
% Large 2 Axle Vehicles	0	1.7	0	1.5	2.1	4	10	3.4	7.7	5.8	4.9	5.7	0	2.7	11.1	3.5	3.6
3 Axle Vehicles	0	4	2	6	1	2	1	4	0	5	1	6	0	0	1	1	17
% 3 Axle Vehicles	0	2.3	22.2	3	1	1.6	10	1.7	0	4.2	1.2	2.6	0	0	3.7	0.4	1.8
4+ Axle Trucks	3	5	1	9	3	2	0	5	1	11	6	18	0	8	2	10	42
% 4+ Axle Trucks	13.6	2.9	11.1	4.4	3.1	1.6	0	2.1	3.8	9.2	7.4	7.9	0	3.6	7.4	3.8	4.6

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**4**	**25**	1	**30**	13	23	0	36	4	**15**	**19**	**38**	**2**	**52**	3	**57**	**161**
04:15 PM	3	18	**2**	23	**20**	17	**2**	**39**	**5**	14	12	31	2	35	**4**	41	134
04:30 PM	1	24	1	26	14	11	2	27	5	13	10	28	0	31	3	34	115
04:45 PM	3	15	2	20	9	**25**	2	36	3	13	10	26	2	19	4	25	107
Total Volume	11	82	6	99	56	76	6	138	17	55	51	123	6	137	14	157	517
% App. Total	11.1	82.8	6.1		40.6	55.1	4.3		13.8	44.7	41.5		3.8	87.3	8.9		
PHF	.688	.820	.750	.825	.700	.760	.750	.885	.850	.917	.671	.809	.750	.659	.875	.689	.803

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	3	25	1	29	13	23	0	36	4	**15**	**19**	**38**	**2**	**52**	3	**57**
+15 mins.	**4**	15	**2**	21	**20**	17	**2**	**39**	**5**	14	12	31	2	35	**4**	41
+30 mins.	1	**29**	0	**30**	14	11	2	27	5	13	10	28	0	31	3	34
+45 mins.	3	21	0	24	9	**25**	2	36	3	13	10	26	2	19	4	25
Total Volume	11	90	3	104	56	76	6	138	17	55	51	123	6	137	14	157
% App. Total	10.6	86.5	2.9		40.6	55.1	4.3		13.8	44.7	41.5		3.8	87.3	8.9	
PHF	.688	.776	.375	.867	.700	.760	.750	.885	.850	.917	.671	.809	.750	.659	.875	.689

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Groups Printed- Passenger Vehicles

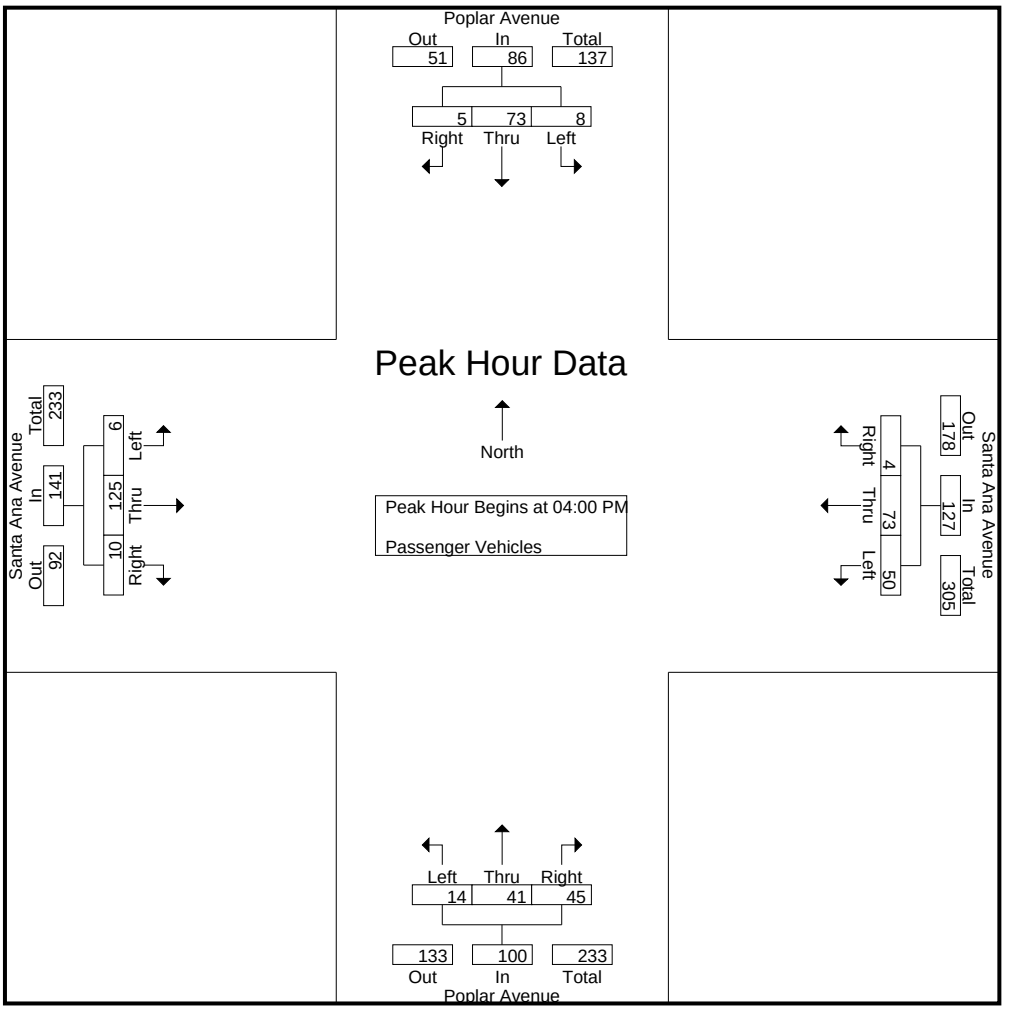
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	24	1	27	12	21	0	33	4	7	17	28	2	48	2	52	140
04:15 PM	3	14	1	18	16	17	1	34	4	13	12	29	2	29	2	33	114
04:30 PM	1	21	1	23	14	11	1	26	4	10	7	21	0	30	2	32	102
04:45 PM	2	14	2	18	8	24	2	34	2	11	9	22	2	18	4	24	98
Total	8	73	5	86	50	73	4	127	14	41	45	100	6	125	10	141	454
05:00 PM	3	24	0	27	11	11	4	26	2	16	10	28	1	36	5	42	123
05:15 PM	4	15	1	20	11	15	0	26	2	13	8	23	0	16	2	18	87
05:30 PM	1	27	0	28	13	14	0	27	2	9	3	14	2	26	2	30	99
05:45 PM	3	21	0	24	6	4	0	10	3	18	4	25	1	6	2	9	68
Total	11	87	1	99	41	44	4	89	9	56	25	90	4	84	11	99	377
Grand Total	19	160	6	185	91	117	8	216	23	97	70	190	10	209	21	240	831
Apprch %	10.3	86.5	3.2		42.1	54.2	3.7		12.1	51.1	36.8		4.2	87.1	8.8		
Total %	2.3	19.3	0.7	22.3	11	14.1	1	26	2.8	11.7	8.4	22.9	1.2	25.2	2.5	28.9	

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	**24**	1	**27**	12	21	0	33	**4**	7	**17**	28	**2**	**48**	2	**52**	**140**
04:15 PM	**3**	14	1	18	**16**	17	1	**34**	4	**13**	12	**29**	2	29	2	33	114
04:30 PM	1	21	1	23	14	11	1	26	4	10	7	21	0	30	2	32	102
04:45 PM	2	14	**2**	18	8	**24**	**2**	34	2	11	9	22	2	18	**4**	24	98
Total Volume	8	73	5	86	50	73	4	127	14	41	45	100	6	125	10	141	454
% App. Total	9.3	84.9	5.8		39.4	57.5	3.1		14	41	45		4.3	88.7	7.1		
PHF	.667	.760	.625	.796	.781	.760	.500	.934	.875	.788	.662	.862	.750	.651	.625	.678	.811

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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	**24**	1	**27**	12	21	0	33	**4**	7	**17**	28	**2**	**48**	2	**52**
+15 mins.	**3**	14	1	18	**16**	17	1	**34**	4	**13**	12	**29**	2	29	2	33
+30 mins.	1	21	1	23	14	11	1	26	4	10	7	21	0	30	2	32
+45 mins.	2	14	**2**	18	8	**24**	**2**	34	2	11	9	22	2	18	**4**	24
Total Volume	8	73	5	86	50	73	4	127	14	41	45	100	6	125	10	141
% App. Total	9.3	84.9	5.8		39.4	57.5	3.1		14	41	45		4.3	88.7	7.1	
PHF	.667	.760	.625	.796	.781	.760	.500	.934	.875	.788	.662	.862	.750	.651	.625	.678

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Groups Printed- Large 2 Axle Vehicles

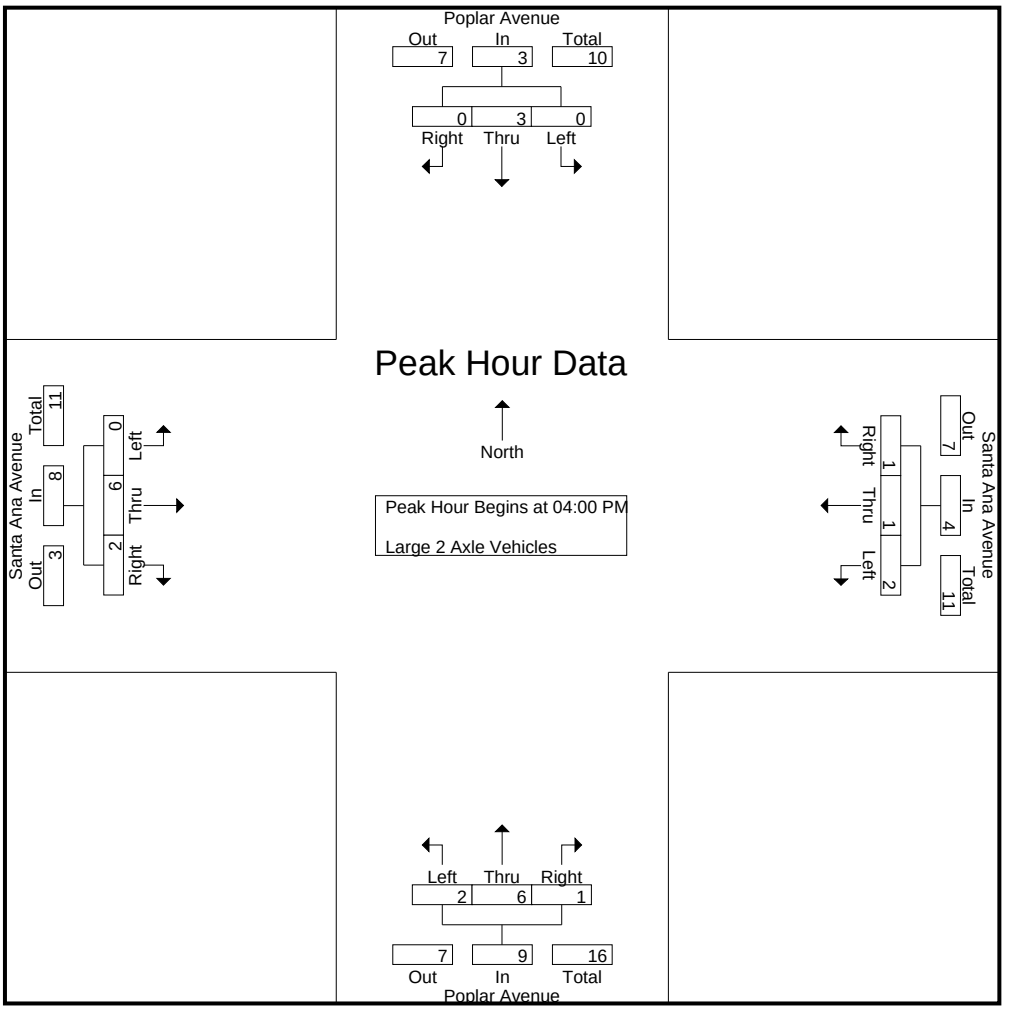
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	1	4	7
04:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	2	1	3	6
04:30 PM	0	2	0	2	0	0	1	1	1	1	1	3	0	0	0	0	6
04:45 PM	0	0	0	0	1	1	0	2	1	1	0	2	0	1	0	1	5
Total	0	3	0	3	2	1	1	4	2	6	1	9	0	6	2	8	24
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	1	1	2	0	0	1	1	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	1	3	4	0	0	1	1	9
Grand Total	0	3	0	3	2	5	1	8	2	7	4	13	0	6	3	9	33
Apprch %	0	100	0		25	62.5	12.5		15.4	53.8	30.8		0	66.7	33.3		
Total %	0	9.1	0	9.1	6.1	15.2	3	24.2	6.1	21.2	12.1	39.4	0	18.2	9.1	27.3	

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	**3**	**1**	**4**	**7**
04:15 PM	0	1	0	1	**1**	0	0	1	0	1	0	1	0	2	1	3	6
04:30 PM	0	**2**	0	**2**	0	0	**1**	1	**1**	1	**1**	3	0	0	0	0	6
04:45 PM	0	0	0	0	1	**1**	0	**2**	1	1	0	2	0	1	0	1	5
Total Volume	0	3	0	3	2	1	1	4	2	6	1	9	0	6	2	8	24
% App. Total	0	100	0		50	25	25		22.2	66.7	11.1		0	75	25		
PHF	.000	.375	.000	.375	.500	.250	.250	.500	.500	.500	.250	.750	.000	.500	.500	.500	.857

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City of Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 14_FON_Pop_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	**3**	**1**	**4**
+15 mins.	0	1	0	1	**1**	0	0	1	0	1	0	1	0	2	1	3
+30 mins.	0	**2**	0	**2**	0	0	**1**	1	**1**	1	**1**	3	0	0	0	0
+45 mins.	0	0	0	0	1	**1**	0	**2**	1	1	0	2	0	1	0	1
Total Volume	0	3	0	3	2	1	1	4	2	6	1	9	0	6	2	8
% App. Total	0	100	0		50	25	25		22.2	66.7	11.1		0	75	25	
PHF	.000	.375	.000	.375	.500	.250	.250	.500	.500	.500	.250	.750	.000	.500	.500	.500

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City of Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 14_FON_Pop_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

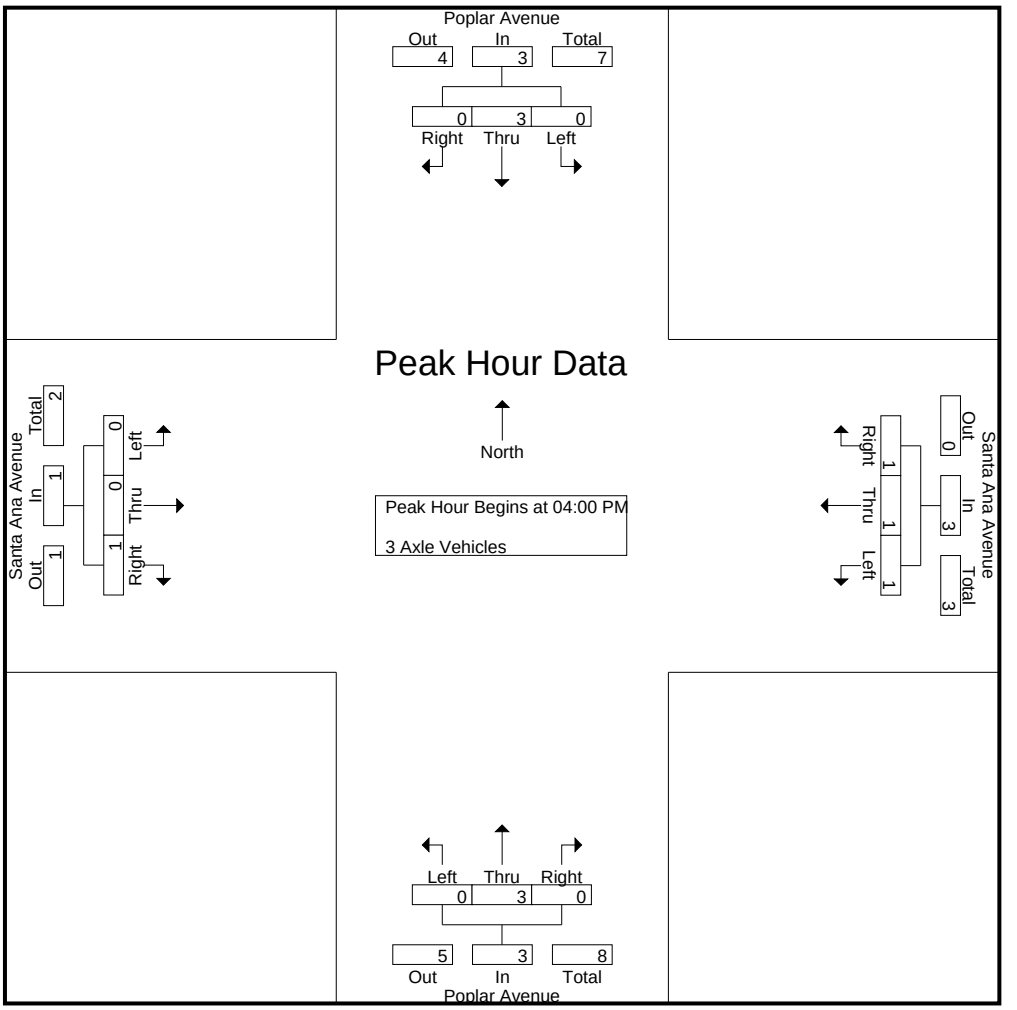
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
04:15 PM	0	1	0	1	1	0	1	2	0	0	0	0	0	0	1	1	4
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	1	1	1	3	0	3	0	3	0	0	1	1	10
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	1	0	1	1	2	0	0	0	0	3
Total	0	1	2	3	0	1	0	1	0	2	1	3	0	0	0	0	7
Grand Total	0	4	2	6	1	2	1	4	0	5	1	6	0	0	1	1	17
Apprch %	0	66.7	33.3		25	50	25		0	83.3	16.7		0	0	100		
Total %	0	23.5	11.8	35.3	5.9	11.8	5.9	23.5	0	29.4	5.9	35.3	0	0	5.9	5.9	

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	**1**	0	1	0	**2**	0	**2**	0	0	0	0	**4**
04:15 PM	0	1	0	1	**1**	0	**1**	**2**	0	0	0	0	0	0	**1**	**1**	4
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	1	1	1	3	0	3	0	3	0	0	1	1	10
% App. Total	0	100	0		33.3	33.3	33.3		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.250	.250	.250	.375	.000	.375	.000	.375	.000	.000	.250	.250	.625

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City of Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 14_FON_Pop_SA PM
Site Code : 221069
Start Date : 12/1/2022



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	0	**1**	0	1	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	1	0	1	**1**	0	**1**	**2**	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	1	1	1	3	0	3	0	3	0	0	1	1
% App. Total	0	100	0		33.3	33.3	33.3		0	100	0		0	0	100	
PHF	.000	.750	.000	.750	.250	.250	.250	.375	.000	.375	.000	.375	.000	.000	.250	.250

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City of Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 14_FON_Pop_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

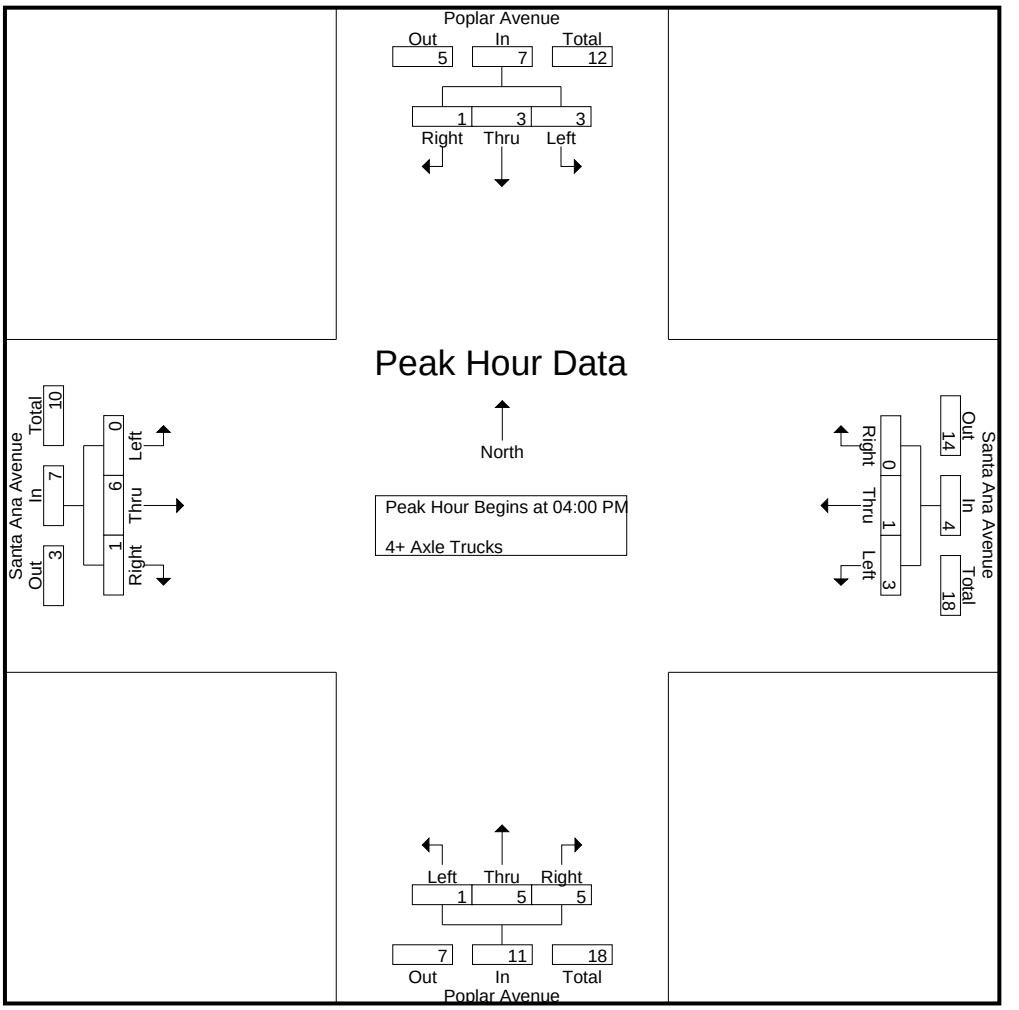
	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	1	1	0	2	0	3	2	5	0	1	0	1	10
04:15 PM	0	2	1	3	2	0	0	2	1	0	0	1	0	4	0	4	10
04:30 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	1	1	2	5
04:45 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Total	3	3	1	7	3	1	0	4	1	5	5	11	0	6	1	7	29
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
05:45 PM	0	0	0	0	0	1	0	1	0	5	0	5	0	0	1	1	7
Total	0	2	0	2	0	1	0	1	0	6	1	7	0	2	1	3	13
Grand Total	3	5	1	9	3	2	0	5	1	11	6	18	0	8	2	10	42
Apprch %	33.3	55.6	11.1		60	40	0		5.6	61.1	33.3		0	80	20		
Total %	7.1	11.9	2.4	21.4	7.1	4.8	0	11.9	2.4	26.2	14.3	42.9	0	19	4.8	23.8	

	Poplar Avenue Southbound				Santa Ana Avenue Westbound				Poplar Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	2	1	**1**	0	**2**	0	**3**	**2**	**5**	0	1	0	1	**10**
04:15 PM	0	**2**	**1**	**3**	**2**	0	0	2	**1**	0	0	1	0	**4**	0	**4**	10
04:30 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	1	**1**	2	5
04:45 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Total Volume	3	3	1	7	3	1	0	4	1	5	5	11	0	6	1	7	29
% App. Total	42.9	42.9	14.3		75	25	0		9.1	45.5	45.5		0	85.7	14.3		
PHF	.375	.375	.250	.583	.375	.250	.000	.500	.250	.417	.625	.550	.000	.375	.250	.438	.725

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City of Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 14_FON_Pop_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	0	0	2	1	**1**	0	**2**	0	**3**	**2**	**5**	0	1	0	1
+15 mins.	0	**2**	**1**	**3**	**2**	0	0	2	**1**	0	0	1	0	**4**	0	**4**
+30 mins.	0	0	0	0	0	0	0	0	0	1	2	3	0	1	**1**	2
+45 mins.	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0
Total Volume	3	3	1	7	3	1	0	4	1	5	5	11	0	6	1	7
% App. Total	42.9	42.9	14.3		75	25	0		9.1	45.5	45.5		0	85.7	14.3	
PHF	.375	.375	.250	.583	.375	.250	.000	.500	.250	.417	.625	.550	.000	.375	.250	.438

Location: Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Poplar Avenue	East Leg Santa Ana Avenue	South Leg Poplar Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Poplar Avenue	East Leg Santa Ana Avenue	South Leg Poplar Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Location: Fontana
N/S: Poplar Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Poplar Avenue			Westbound Santa Ana Avenue			Northbound Poplar Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	1	0	0	0	0	0	4

	Southbound Poplar Avenue			Westbound Santa Ana Avenue			Northbound Poplar Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	2	0	0	0	0	1	0	4

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

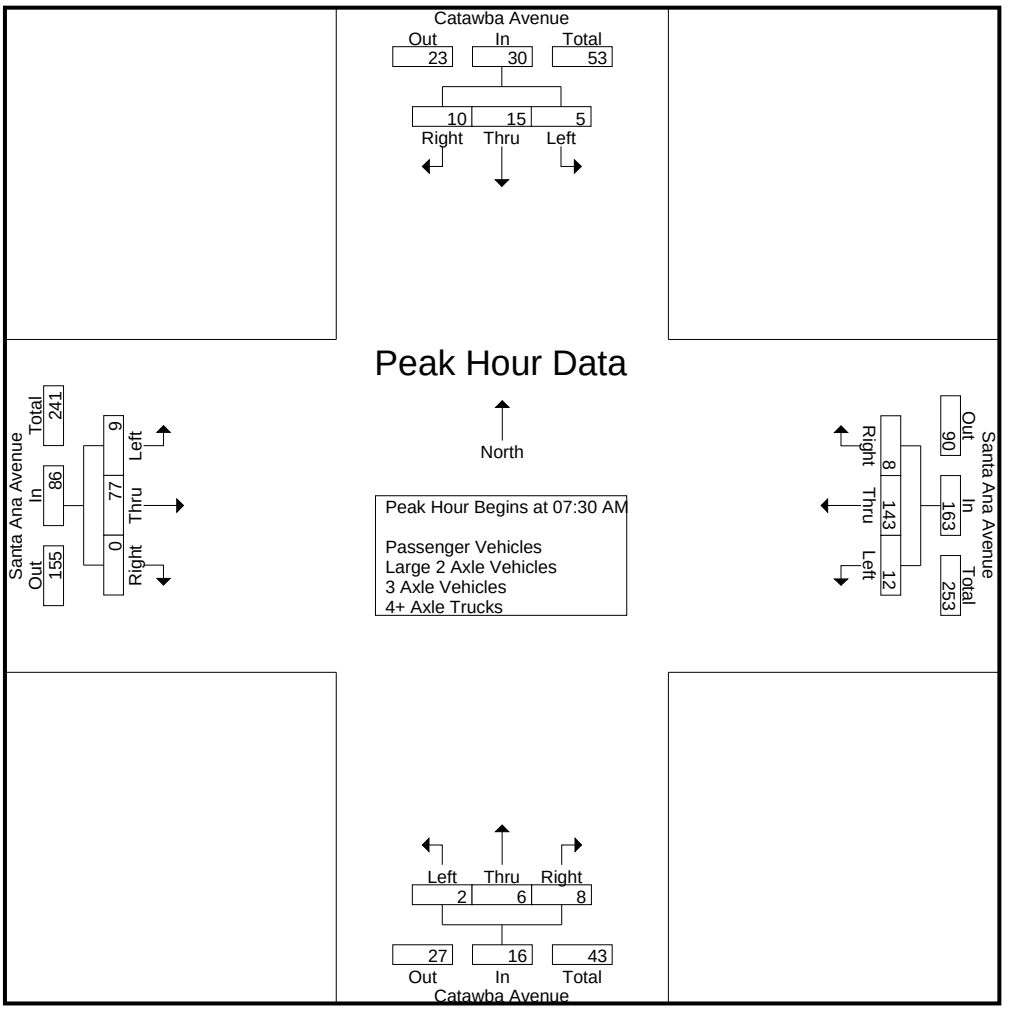
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	3	5	1	28	0	29	0	2	0	2	1	14	0	15	51
07:15 AM	0	2	5	7	2	39	2	43	1	1	2	4	0	14	0	14	68
07:30 AM	2	3	3	8	3	36	0	39	0	1	2	3	2	23	0	25	75
07:45 AM	0	9	5	14	7	36	2	45	1	4	3	8	4	9	0	13	80
Total	3	15	16	34	13	139	4	156	2	8	7	17	7	60	0	67	274
08:00 AM	2	1	1	4	2	35	1	38	0	0	1	1	2	26	0	28	71
08:15 AM	1	2	1	4	0	36	5	41	1	1	2	4	1	19	0	20	69
08:30 AM	3	1	1	5	0	21	0	21	2	0	3	5	0	18	0	18	49
08:45 AM	0	2	0	2	2	25	3	30	2	2	0	4	1	13	1	15	51
Total	6	6	3	15	4	117	9	130	5	3	6	14	4	76	1	81	240
Grand Total	9	21	19	49	17	256	13	286	7	11	13	31	11	136	1	148	514
Apprch %	18.4	42.9	38.8		5.9	89.5	4.5		22.6	35.5	41.9		7.4	91.9	0.7		
Total %	1.8	4.1	3.7	9.5	3.3	49.8	2.5	55.6	1.4	2.1	2.5	6	2.1	26.5	0.2	28.8	
Passenger Vehicles	9	15	19	43	17	234	12	263	3	5	4	12	11	111	0	122	440
% Passenger Vehicles	100	71.4	100	87.8	100	91.4	92.3	92	42.9	45.5	30.8	38.7	100	81.6	0	82.4	85.6
Large 2 Axle Vehicles	0	0	0	0	0	9	0	9	2	2	3	7	0	7	0	7	23
% Large 2 Axle Vehicles	0	0	0	0	0	3.5	0	3.1	28.6	18.2	23.1	22.6	0	5.1	0	4.7	4.5
3 Axle Vehicles	0	2	0	2	0	2	1	3	1	2	0	3	0	3	0	3	11
% 3 Axle Vehicles	0	9.5	0	4.1	0	0.8	7.7	1	14.3	18.2	0	9.7	0	2.2	0	2	2.1
4+ Axle Trucks	0	4	0	4	0	11	0	11	1	2	6	9	0	15	1	16	40
% 4+ Axle Trucks	0	19	0	8.2	0	4.3	0	3.8	14.3	18.2	46.2	29	0	11	100	10.8	7.8

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	3	3	8	3	**36**	0	39	0	1	2	3	2	23	0	25	75
07:45 AM	0	**9**	**5**	**14**	**7**	36	2	**45**	**1**	**4**	**3**	**8**	**4**	9	0	13	**80**
08:00 AM	2	1	1	4	2	35	1	38	0	0	1	1	2	**26**	0	**28**	71
08:15 AM	1	2	1	4	0	36	**5**	41	1	1	2	4	1	19	0	20	69
Total Volume	5	15	10	30	12	143	8	163	2	6	8	16	9	77	0	86	295
% App. Total	16.7	50	33.3		7.4	87.7	4.9		12.5	37.5	50		10.5	89.5	0		
PHF	.625	.417	.500	.536	.429	.993	.400	.906	.500	.375	.667	.500	.563	.740	.000	.768	.922

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:45 AM				07:30 AM			
+0 mins.	1	1	3	5	2	**39**	**2**	43	1	**4**	**3**	**8**	2	23	0	25
+15 mins.	0	2	**5**	7	3	36	0	39	0	0	1	1	**4**	9	0	13
+30 mins.	**2**	3	3	8	**7**	36	2	**45**	1	1	2	4	2	**26**	0	**28**
+45 mins.	0	**9**	5	**14**	2	35	1	38	**2**	0	3	5	1	19	0	20
Total Volume	3	15	16	34	14	146	5	165	4	5	9	18	9	77	0	86
% App. Total	8.8	44.1	47.1		8.5	88.5	3		22.2	27.8	50		10.5	89.5	0	
PHF	.375	.417	.800	.607	.500	.936	.625	.917	.500	.313	.750	.563	.563	.740	.000	.768

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(951)268-6268

City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

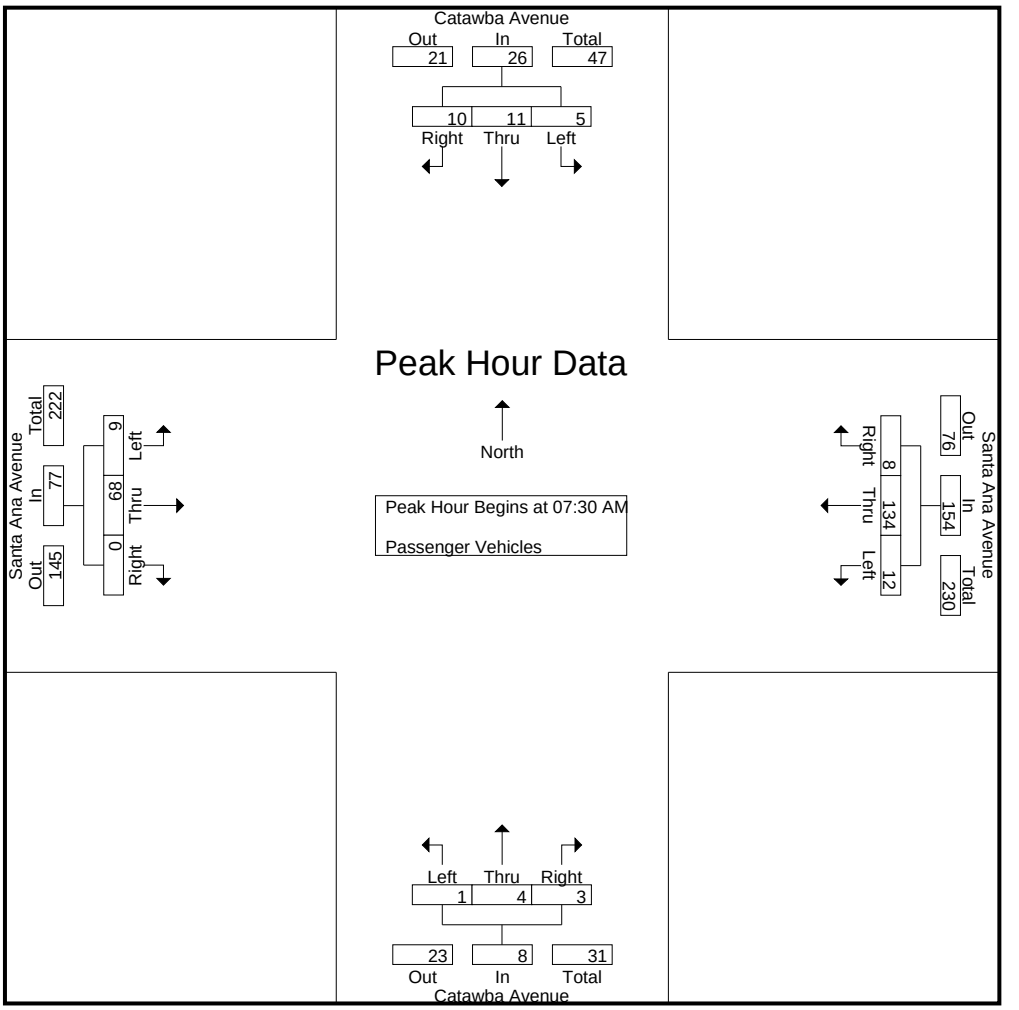
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	3	5	1	25	0	26	0	1	0	1	1	12	0	13	45
07:15 AM	0	1	5	6	2	37	1	40	1	0	1	2	0	11	0	11	59
07:30 AM	2	2	3	7	3	34	0	37	0	1	1	2	2	21	0	23	69
07:45 AM	0	7	5	12	7	33	2	42	1	3	1	5	4	8	0	12	71
Total	3	11	16	30	13	129	3	145	2	5	3	10	7	52	0	59	244
08:00 AM	2	1	1	4	2	33	1	36	0	0	1	1	2	22	0	24	65
08:15 AM	1	1	1	3	0	34	5	39	0	0	0	0	1	17	0	18	60
08:30 AM	3	0	1	4	0	18	0	18	0	0	0	0	0	14	0	14	36
08:45 AM	0	2	0	2	2	20	3	25	1	0	0	1	1	6	0	7	35
Total	6	4	3	13	4	105	9	118	1	0	1	2	4	59	0	63	196
Grand Total	9	15	19	43	17	234	12	263	3	5	4	12	11	111	0	122	440
Apprch %	20.9	34.9	44.2		6.5	89	4.6		25	41.7	33.3		9	91	0		
Total %	2	3.4	4.3	9.8	3.9	53.2	2.7	59.8	0.7	1.1	0.9	2.7	2.5	25.2	0	27.7	

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	2	3	7	3	**34**	0	37	0	1	**1**	2	2	21	0	23	69
07:45 AM	0	**7**	**5**	**12**	**7**	33	2	**42**	**1**	**3**	1	**5**	**4**	8	0	12	**71**
08:00 AM	2	1	1	4	2	33	1	36	0	0	1	1	2	**22**	0	**24**	65
08:15 AM	1	1	1	3	0	34	**5**	39	0	0	0	0	1	17	0	18	60
Total Volume	5	11	10	26	12	134	8	154	1	4	3	8	9	68	0	77	265
% App. Total	19.2	42.3	38.5		7.8	87	5.2		12.5	50	37.5		11.7	88.3	0		
PHF	.625	.393	.500	.542	.429	.985	.400	.917	.250	.333	.750	.400	.563	.773	.000	.802	.933

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(951)268-6268

City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	2	3	7	3	**34**	0	37	0	1	**1**	2	2	21	0	23
+15 mins.	0	**7**	**5**	**12**	**7**	33	2	**42**	**1**	**3**	1	**5**	**4**	8	0	12
+30 mins.	2	1	1	4	2	33	1	36	0	0	1	1	2	**22**	0	**24**
+45 mins.	1	1	1	3	0	34	**5**	39	0	0	0	0	1	17	0	18
Total Volume	5	11	10	26	12	134	8	154	1	4	3	8	9	68	0	77
% App. Total	19.2	42.3	38.5		7.8	87	5.2		12.5	50	37.5		11.7	88.3	0	
PHF	.625	.393	.500	.542	.429	.985	.400	.917	.250	.333	.750	.400	.563	.773	.000	.802

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

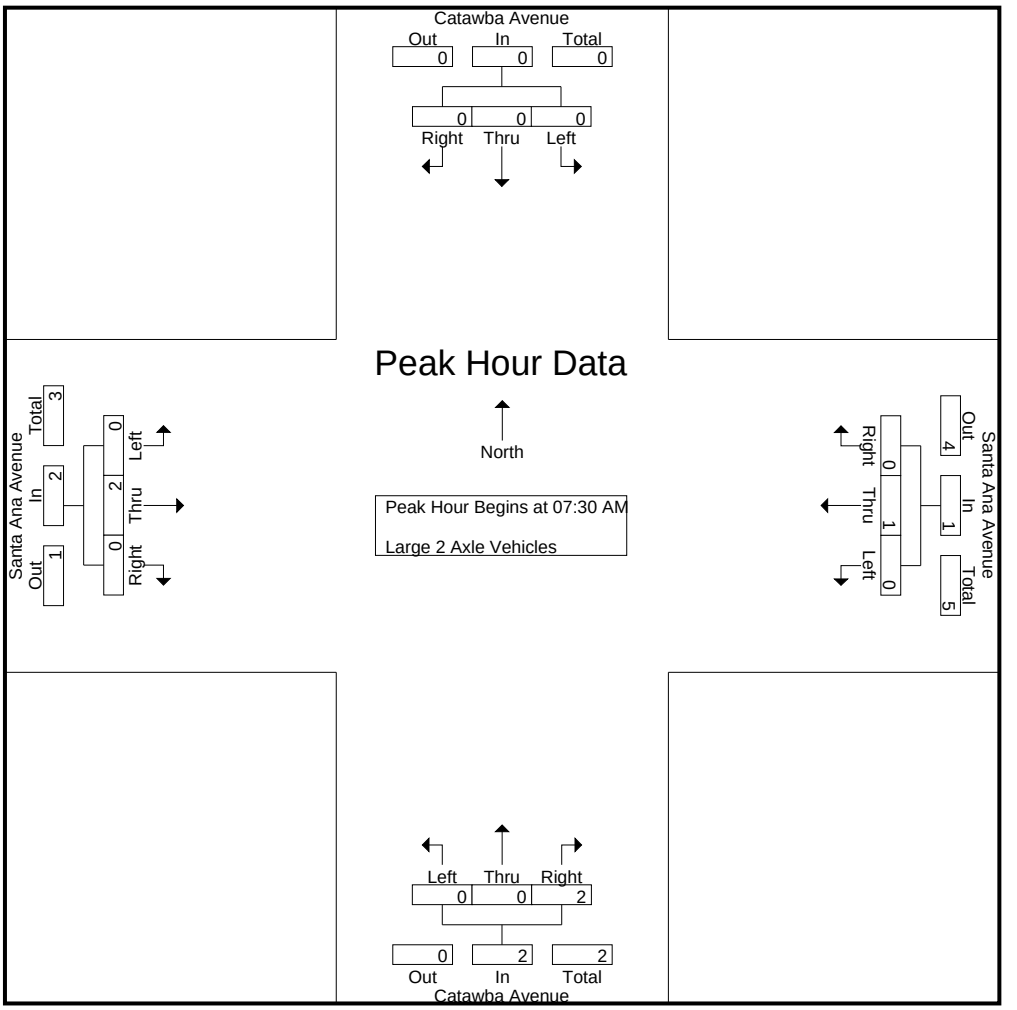
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	0	5	0	5	0	0	2	2	0	4	0	4	11
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	2	2	0	1	3	0	2	0	2	7
08:45 AM	0	0	0	0	0	2	0	2	0	2	0	2	0	0	0	0	4
Total	0	0	0	0	0	4	0	4	2	2	1	5	0	3	0	3	12
Grand Total	0	0	0	0	0	9	0	9	2	2	3	7	0	7	0	7	23
Apprch %	0	0	0		0	100	0		28.6	28.6	42.9		0	100	0		
Total %	0	0	0	0	0	39.1	0	39.1	8.7	8.7	13	30.4	0	30.4	0	30.4	

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	**2**
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.000	.500	.000	.500	.625

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.000	.500	.000	.500

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

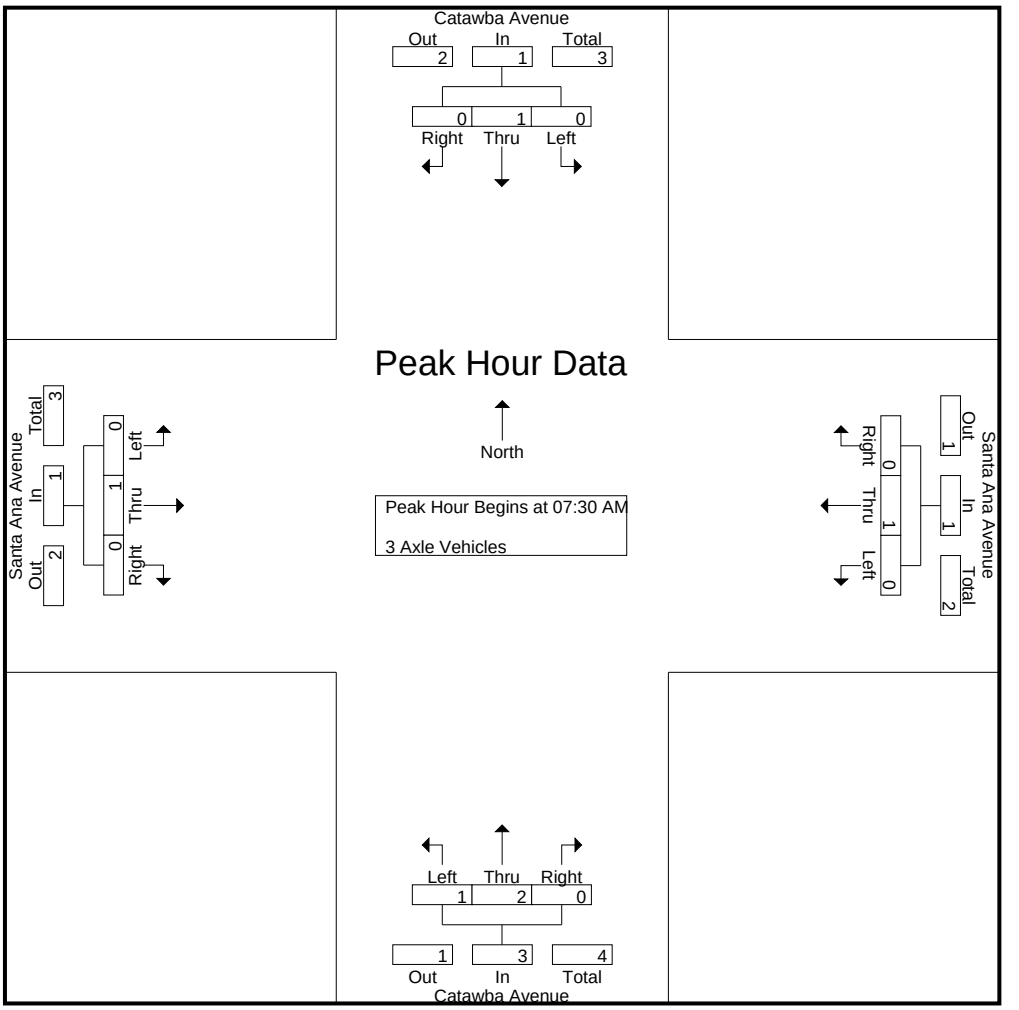
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	2	0	2	1	1	0	2	0	3	0	3	7
Grand Total	0	2	0	2	0	2	1	3	1	2	0	3	0	3	0	3	11
Apprch %	0	100	0		0	66.7	33.3		33.3	66.7	0		0	100	0		
Total %	0	18.2	0	18.2	0	18.2	9.1	27.3	9.1	18.2	0	27.3	0	27.3	0	27.3	

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:15 AM	0	0	0	0	0	**1**	0	**1**	**1**	1	0	**2**	0	0	0	0	**3**
Total Volume	0	1	0	1	0	1	0	1	1	2	0	3	0	1	0	1	6
% App. Total	0	100	0		0	100	0		33.3	66.7	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.250	.500	.000	.375	.000	.250	.000	.250	.500

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	**1**	0	**1**	**1**	1	0	**2**	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	1	2	0	3	0	1	0	1
% App. Total	0	100	0		0	100	0		33.3	66.7	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.250	.500	.000	.375	.000	.250	.000	.250

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

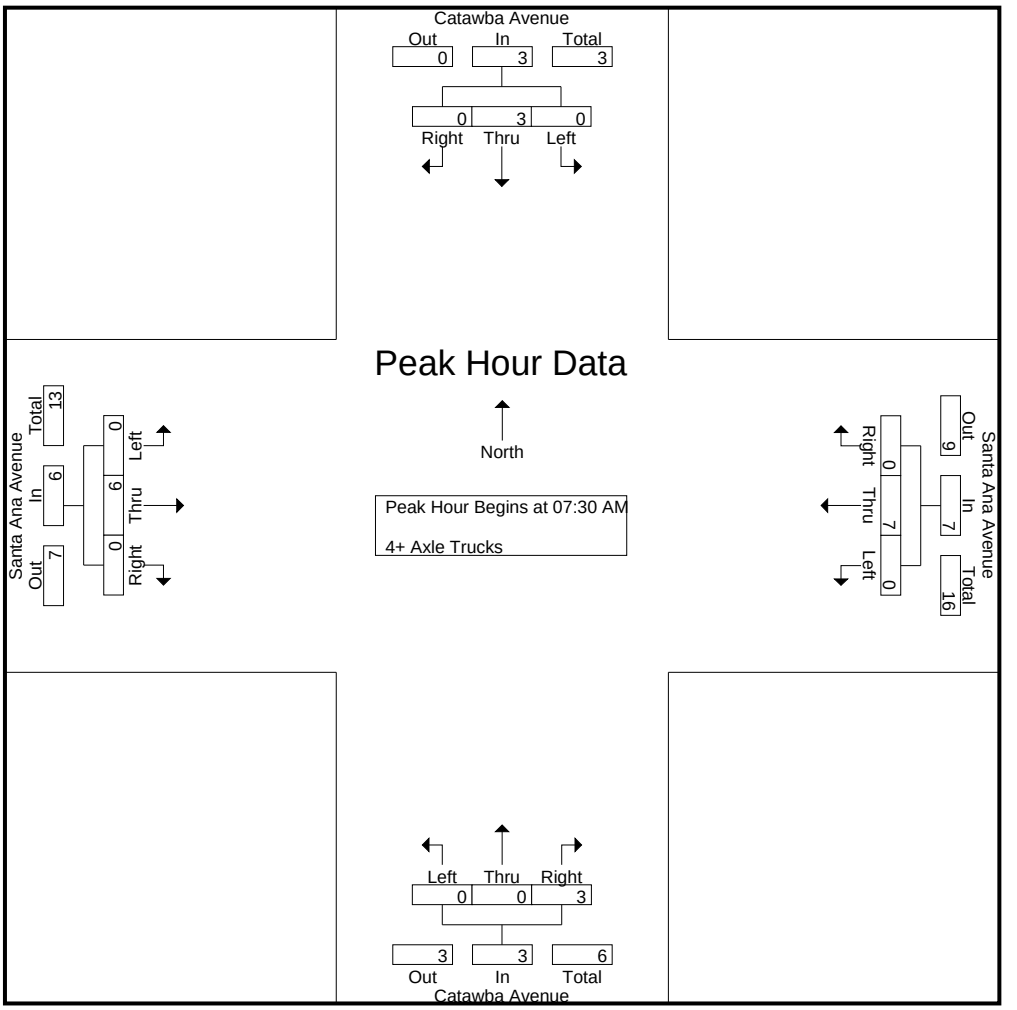
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1	4
07:30 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
07:45 AM	0	1	0	1	0	2	0	2	0	0	1	1	0	1	0	1	5
Total	0	2	0	2	0	5	0	5	0	2	2	4	0	4	0	4	15
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	1	0	1	0	1	0	1	0	0	2	2	0	2	0	2	6
08:30 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	2	0	2	5
08:45 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	5	1	6	10
Total	0	2	0	2	0	6	0	6	1	0	4	5	0	11	1	12	25
Grand Total	0	4	0	4	0	11	0	11	1	2	6	9	0	15	1	16	40
Apprch %	0	100	0		0	100	0		11.1	22.2	66.7		0	93.8	6.2		
Total %	0	10	0	10	0	27.5	0	27.5	2.5	5	15	22.5	0	37.5	2.5	40	

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	0	1	0	1	4
07:45 AM	0	1	0	1	0	2	0	2	0	0	1	1	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
08:15 AM	0	1	0	1	0	1	0	1	0	0	**2**	**2**	0	2	0	2	**6**
Total Volume	0	3	0	3	0	7	0	7	0	0	3	3	0	6	0	6	19
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.750	.000	.750	.000	.875	.000	.875	.000	.000	.375	.375	.000	.750	.000	.750	.792

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+15 mins.	0	1	0	1	0	2	0	2	0	0	1	1	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	1	0	1	0	1	0	1	0	0	**2**	**2**	0	2	0	2
Total Volume	0	3	0	3	0	7	0	7	0	0	3	3	0	6	0	6
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.750	.000	.750	.000	.875	.000	.875	.000	.000	.375	.375	.000	.750	.000	.750

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

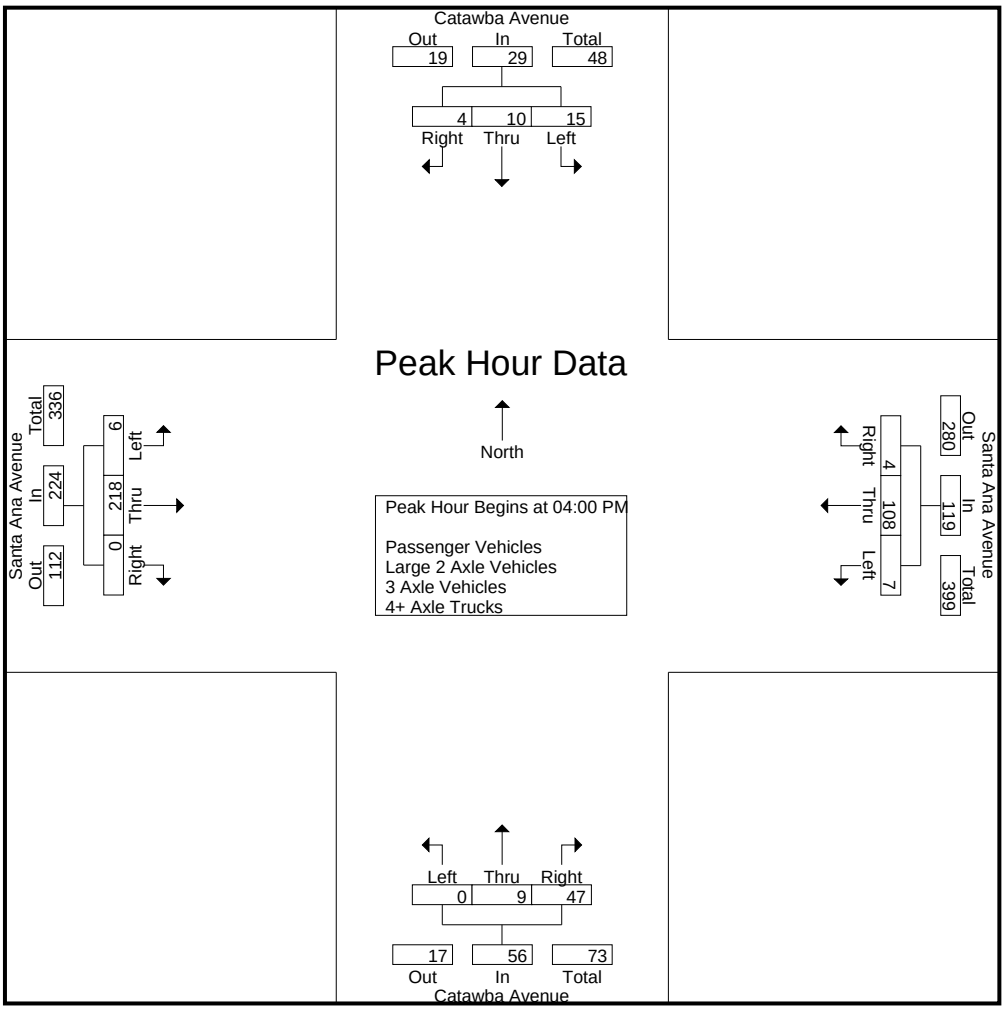
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	2	1	6	2	30	1	33	0	0	7	7	4	52	0	56	102
04:15 PM	6	3	3	12	0	25	2	27	0	0	2	2	0	55	0	55	96
04:30 PM	2	2	0	4	1	23	1	25	0	7	34	41	1	59	0	60	130
04:45 PM	4	3	0	7	4	30	0	34	0	2	4	6	1	52	0	53	100
Total	15	10	4	29	7	108	4	119	0	9	47	56	6	218	0	224	428
05:00 PM	1	4	2	7	0	27	1	28	1	1	21	23	2	41	1	44	102
05:15 PM	2	0	1	3	3	22	1	26	0	2	2	4	0	35	0	35	68
05:30 PM	7	3	2	12	3	24	2	29	0	0	0	0	2	26	0	28	69
05:45 PM	0	2	3	5	1	22	5	28	0	0	0	0	1	14	0	15	48
Total	10	9	8	27	7	95	9	111	1	3	23	27	5	116	1	122	287
Grand Total	25	19	12	56	14	203	13	230	1	12	70	83	11	334	1	346	715
Apprch %	44.6	33.9	21.4		6.1	88.3	5.7		1.2	14.5	84.3		3.2	96.5	0.3		
Total %	3.5	2.7	1.7	7.8	2	28.4	1.8	32.2	0.1	1.7	9.8	11.6	1.5	46.7	0.1	48.4	
Passenger Vehicles	25	16	8	49	11	189	10	210	1	10	67	78	8	321	1	330	667
% Passenger Vehicles	100	84.2	66.7	87.5	78.6	93.1	76.9	91.3	100	83.3	95.7	94	72.7	96.1	100	95.4	93.3
Large 2 Axle Vehicles	0	0	2	2	0	5	1	6	0	0	3	3	1	5	0	6	17
% Large 2 Axle Vehicles	0	0	16.7	3.6	0	2.5	7.7	2.6	0	0	4.3	3.6	9.1	1.5	0	1.7	2.4
3 Axle Vehicles	0	0	1	1	0	2	2	4	0	0	0	0	1	2	0	3	8
% 3 Axle Vehicles	0	0	8.3	1.8	0	1	15.4	1.7	0	0	0	0	9.1	0.6	0	0.9	1.1
4+ Axle Trucks	0	3	1	4	3	7	0	10	0	2	0	2	1	6	0	7	23
% 4+ Axle Trucks	0	15.8	8.3	7.1	21.4	3.4	0	4.3	0	16.7	0	2.4	9.1	1.8	0	2	3.2

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	2	1	6	2	**30**	1	33	0	0	7	7	**4**	52	0	56	102
04:15 PM	**6**	**3**	**3**	**12**	0	25	**2**	27	0	0	2	2	0	55	0	55	96
04:30 PM	2	2	0	4	1	23	1	25	0	**7**	**34**	**41**	1	**59**	0	**60**	**130**
04:45 PM	4	3	0	7	**4**	30	0	**34**	0	2	4	6	1	52	0	53	100
Total Volume	15	10	4	29	7	108	4	119	0	9	47	56	6	218	0	224	428
% App. Total	51.7	34.5	13.8		5.9	90.8	3.4		0	16.1	83.9		2.7	97.3	0		
PHF	.625	.833	.333	.604	.438	.900	.500	.875	.000	.321	.346	.341	.375	.924	.000	.933	.823

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	**6**	3	**3**	**12**	2	**30**	1	33	0	**7**	**34**	**41**	**4**	52	0	56
+15 mins.	2	2	0	4	0	25	**2**	27	0	2	4	6	0	55	0	55
+30 mins.	4	3	0	7	1	23	1	25	**1**	1	21	23	1	**59**	0	**60**
+45 mins.	1	**4**	2	7	**4**	30	0	**34**	0	2	2	4	1	52	0	53
Total Volume	13	12	5	30	7	108	4	119	1	12	61	74	6	218	0	224
% App. Total	43.3	40	16.7		5.9	90.8	3.4		1.4	16.2	82.4		2.7	97.3	0	
PHF	.542	.750	.417	.625	.438	.900	.500	.875	.250	.429	.449	.451	.375	.924	.000	.933

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

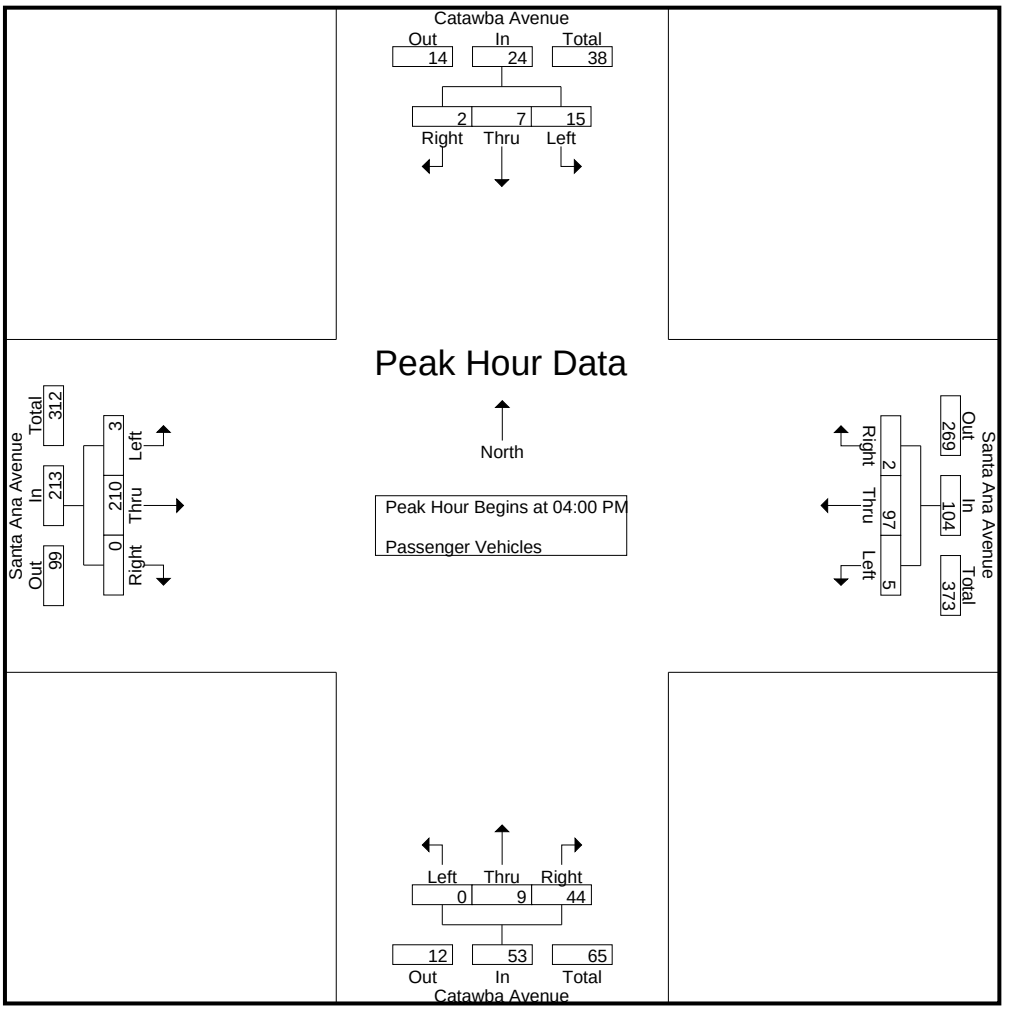
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	1	1	5	1	28	0	29	0	0	5	5	1	48	0	49	88
04:15 PM	6	3	1	10	0	19	1	20	0	0	1	1	0	55	0	55	86
04:30 PM	2	1	0	3	1	22	1	24	0	7	34	41	1	56	0	57	125
04:45 PM	4	2	0	6	3	28	0	31	0	2	4	6	1	51	0	52	95
Total	15	7	2	24	5	97	2	104	0	9	44	53	3	210	0	213	394
05:00 PM	1	4	1	6	0	25	0	25	1	1	21	23	2	41	1	44	98
05:15 PM	2	0	0	2	2	22	1	25	0	0	2	2	0	35	0	35	64
05:30 PM	7	3	2	12	3	23	2	28	0	0	0	0	2	23	0	25	65
05:45 PM	0	2	3	5	1	22	5	28	0	0	0	0	1	12	0	13	46
Total	10	9	6	25	6	92	8	106	1	1	23	25	5	111	1	117	273
Grand Total	25	16	8	49	11	189	10	210	1	10	67	78	8	321	1	330	667
Apprch %	51	32.7	16.3		5.2	90	4.8		1.3	12.8	85.9		2.4	97.3	0.3		
Total %	3.7	2.4	1.2	7.3	1.6	28.3	1.5	31.5	0.1	1.5	10	11.7	1.2	48.1	0.1	49.5	

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	1	**1**	5	1	**28**	0	29	0	0	5	5	**1**	48	0	49	88
04:15 PM	**6**	**3**	1	**10**	0	19	**1**	20	0	0	1	1	0	55	0	55	86
04:30 PM	2	1	0	3	1	22	1	24	0	**7**	**34**	**41**	1	**56**	0	**57**	**125**
04:45 PM	4	2	0	6	**3**	28	0	**31**	0	2	4	6	1	51	0	52	95
Total Volume	15	7	2	24	5	97	2	104	0	9	44	53	3	210	0	213	394
% App. Total	62.5	29.2	8.3		4.8	93.3	1.9		0	17	83		1.4	98.6	0		
PHF	.625	.583	.500	.600	.417	.866	.500	.839	.000	.321	.324	.323	.750	.938	.000	.934	.788

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	3	1	**1**	5	1	**28**	0	29	0	0	5	5	**1**	48	0	49
+15 mins.	**6**	**3**	1	**10**	0	19	**1**	20	0	0	1	1	0	55	0	55
+30 mins.	2	1	0	3	1	22	1	24	0	**7**	**34**	**41**	1	**56**	0	**57**
+45 mins.	4	2	0	6	**3**	28	0	**31**	0	2	4	6	1	51	0	52
Total Volume	15	7	2	24	5	97	2	104	0	9	44	53	3	210	0	213
% App. Total	62.5	29.2	8.3		4.8	93.3	1.9		0	17	83		1.4	98.6	0	
PHF	.625	.583	.500	.600	.417	.866	.500	.839	.000	.321	.324	.323	.750	.938	.000	.934

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

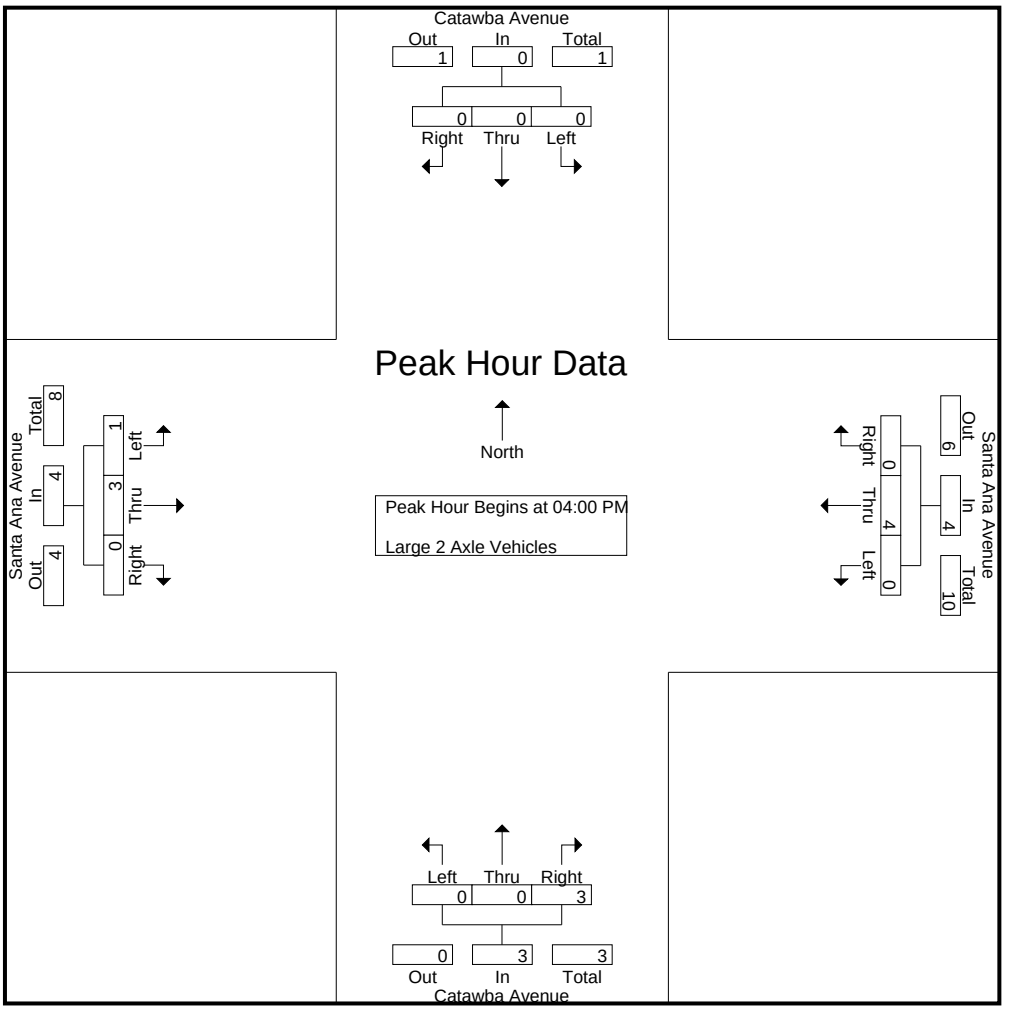
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	3	5
04:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	3	3	1	3	0	4	11
05:00 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	2	2	0	1	1	2	0	0	0	0	0	2	0	2	6
Grand Total	0	0	2	2	0	5	1	6	0	0	3	3	1	5	0	6	17
Apprch %	0	0	100		0	83.3	16.7		0	0	100		16.7	83.3	0		
Total %	0	0	11.8	11.8	0	29.4	5.9	35.3	0	0	17.6	17.6	5.9	29.4	0	35.3	

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**1**	**2**	0	**3**	**5**
04:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	1	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	3	3	1	3	0	4	11
% App. Total	0	0	0		0	100	0		0	0	100		25	75	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.375	.375	.250	.375	.000	.333	.550

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**1**	**2**	0	**3**
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	3	3	1	3	0	4
% App. Total	0	0	0		0	100	0		0	0	100		25	75	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.375	.375	.250	.375	.000	.333

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

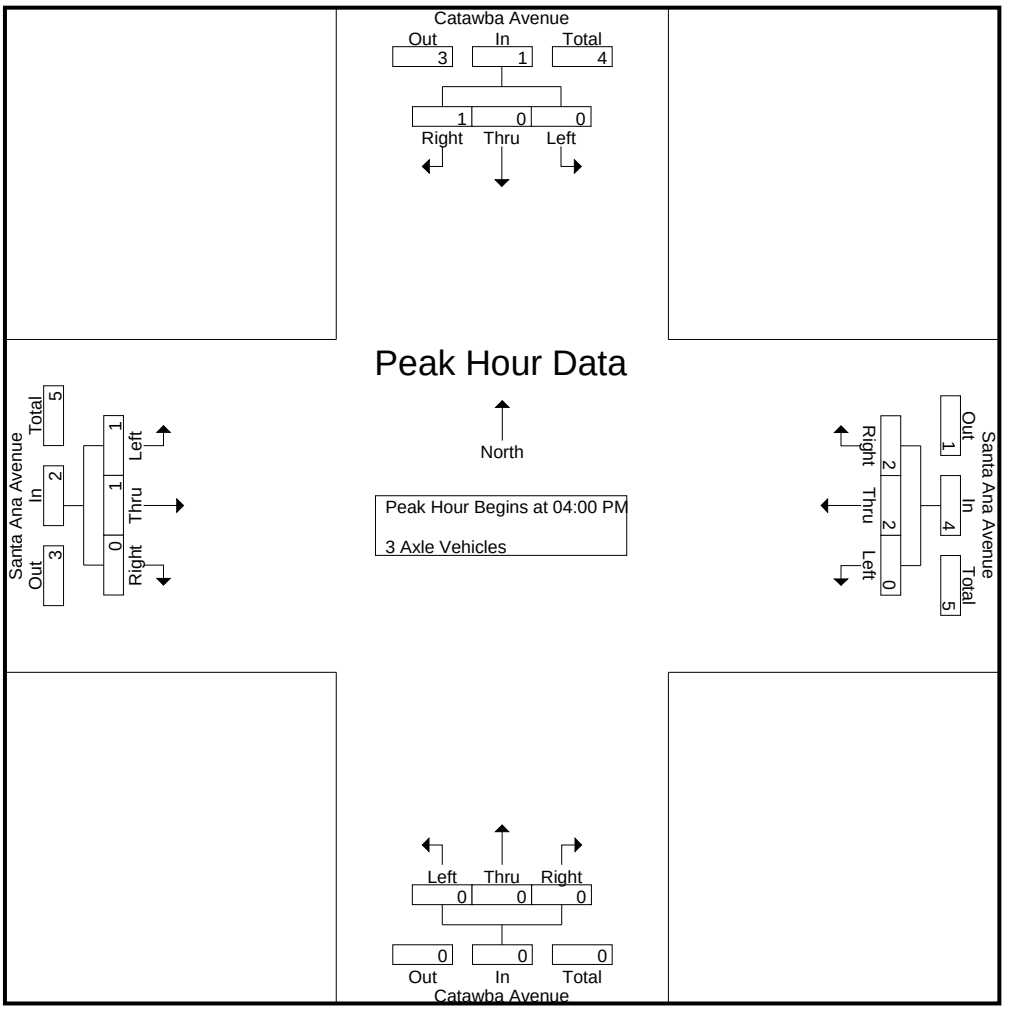
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
04:15 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	2	2	4	0	0	0	0	1	1	0	2	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	1	1	0	2	2	4	0	0	0	0	1	2	0	3	8
Apprch %	0	0	100		0	50	50		0	0	0		33.3	66.7	0		
Total %	0	0	12.5	12.5	0	25	25	50	0	0	0	0	12.5	25	0	37.5	

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	**1**	0	0	**1**	**3**
04:15 PM	0	0	**1**	**1**	0	1	1	2	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	2	4	0	0	0	0	1	1	0	2	7
% App. Total	0	0	100		0	50	50		0	0	0		50	50	0		
PHF	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.000	.000	.250	.250	.000	.500	.583

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	**1**	**1**	0	1	1	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	2	4	0	0	0	0	1	1	0	2
% App. Total	0	0	100		0	50	50		0	0	0		50	50	0	
PHF	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.000	.000	.250	.250	.000	.500

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

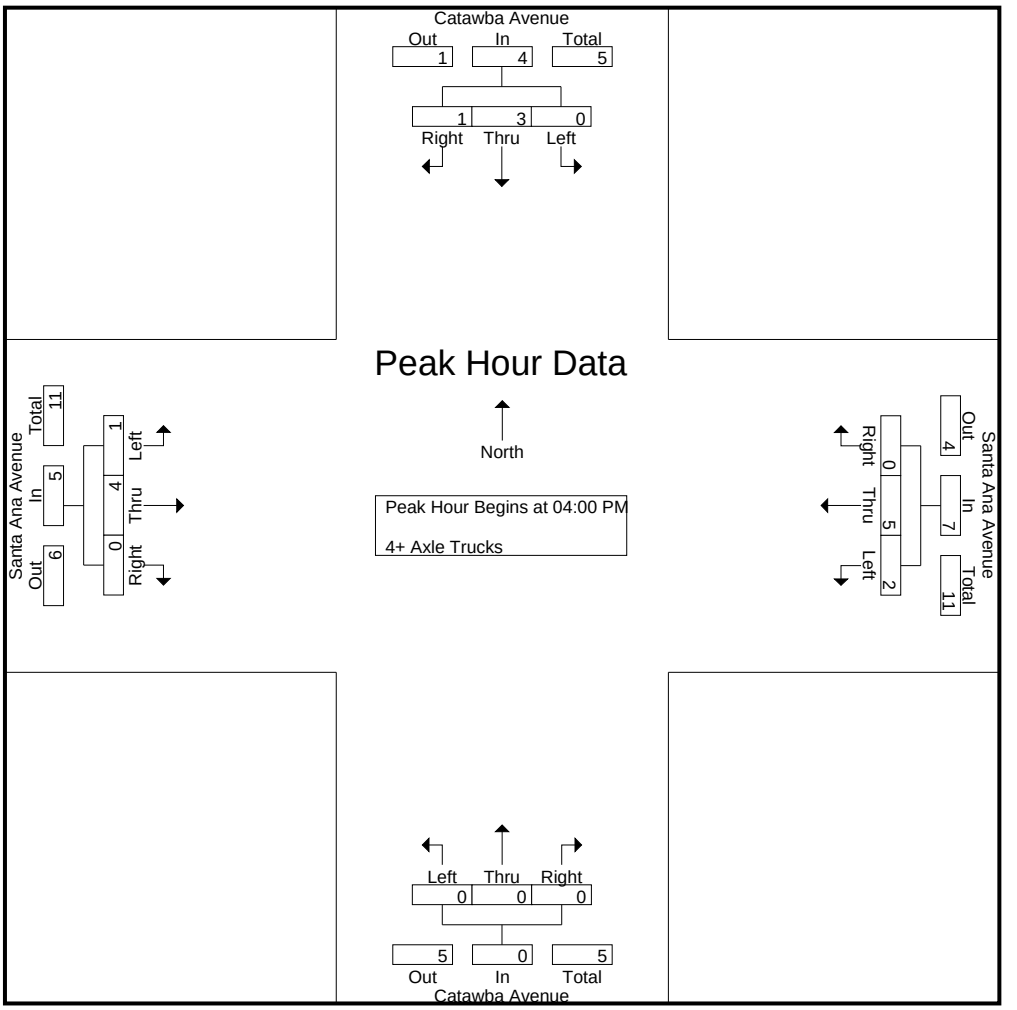
	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	1	0	2	0	0	0	0	1	2	0	3	6
04:15 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	1	0	1	4
Total	0	3	1	4	2	5	0	7	0	0	0	0	1	4	0	5	16
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	3	0	2	0	2	0	2	0	2	7
Grand Total	0	3	1	4	3	7	0	10	0	2	0	2	1	6	0	7	23
Apprch %	0	75	25		30	70	0		0	100	0		14.3	85.7	0		
Total %	0	13	4.3	17.4	13	30.4	0	43.5	0	8.7	0	8.7	4.3	26.1	0	30.4	

	Catawba Avenue Southbound				Santa Ana Avenue Westbound				Catawba Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	**1**	1	0	2	0	0	0	0	**1**	**2**	0	**3**	**6**
04:15 PM	0	0	**1**	1	0	**3**	0	**3**	0	0	0	0	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	1	0	1	4
Total Volume	0	3	1	4	2	5	0	7	0	0	0	0	1	4	0	5	16
% App. Total	0	75	25		28.6	71.4	0		0	0	0		20	80	0		
PHF	.000	.750	.250	1.00	.500	.417	.000	.583	.000	.000	.000	.000	.250	.500	.000	.417	.667

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City of Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 15_FON_Cat_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	**1**	1	0	2	0	0	0	0	**1**	**2**	0	**3**
+15 mins.	0	0	**1**	1	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	1	0	1	1	1	0	2	0	0	0	0	0	1	0	1
Total Volume	0	3	1	4	2	5	0	7	0	0	0	0	1	4	0	5
% App. Total	0	75	25		28.6	71.4	0		0	0	0		20	80	0	
PHF	.000	.750	.250	1.000	.500	.417	.000	.583	.000	.000	.000	.000	.250	.500	.000	.417

Location: Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Catawba Avenue	East Leg Santa Ana Avenue	South Leg Catawba Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Catawba Avenue	East Leg Santa Ana Avenue	South Leg Catawba Avenue	West Leg Santa Ana Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Fontana
N/S: Catawba Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Catawba Avenue			Westbound Santa Ana Avenue			Northbound Catawba Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Catawba Avenue			Westbound Santa Ana Avenue			Northbound Catawba Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

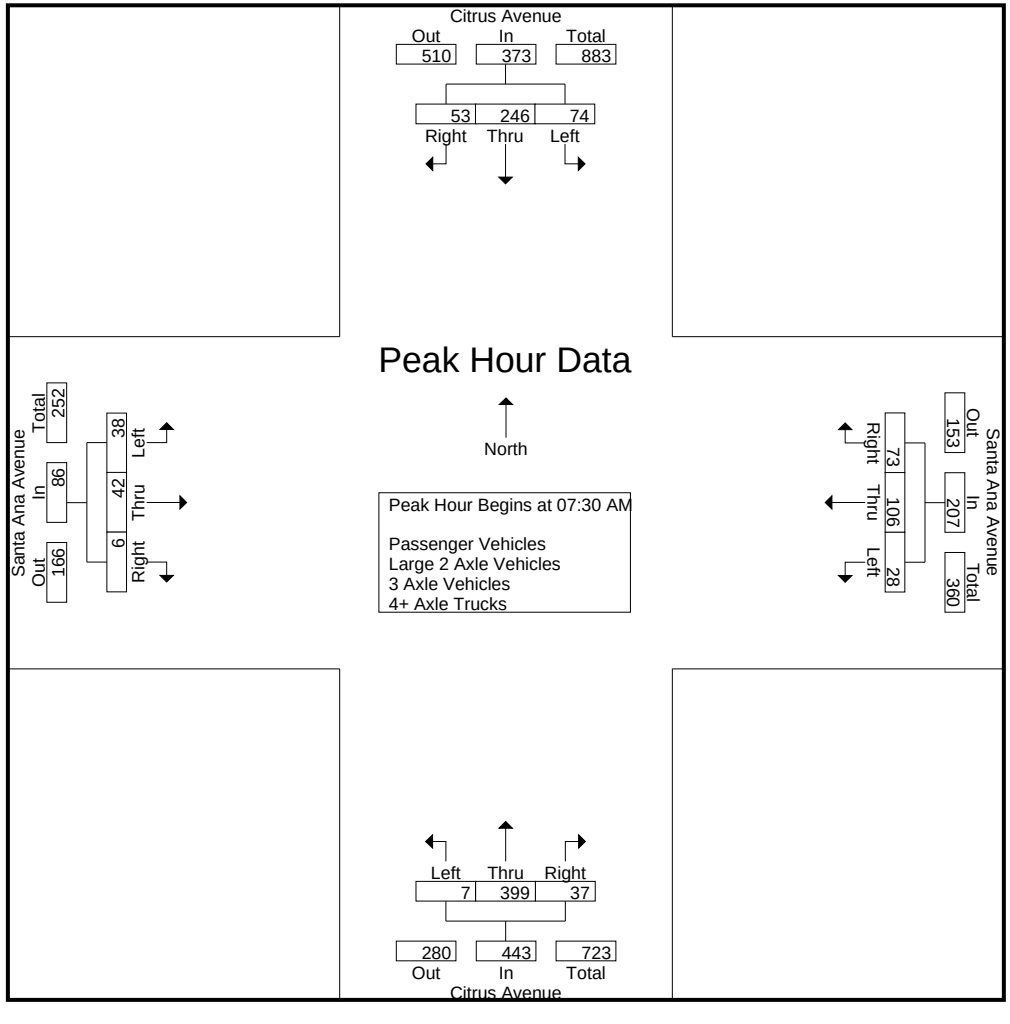
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	54	7	0	70	4	24	5	1	33	1	106	4	0	111	1	11	1	1	13	2	227	229
07:15 AM	5	67	20	8	92	7	25	9	2	41	2	105	6	0	113	7	4	2	1	13	11	259	270
07:30 AM	12	57	7	3	76	12	28	4	4	44	1	132	9	2	142	14	13	2	1	29	10	291	301
07:45 AM	25	61	18	4	104	6	24	20	11	50	2	80	5	0	87	4	7	1	0	12	15	253	268
Total	51	239	52	15	342	29	101	38	18	168	6	423	24	2	453	26	35	6	3	67	38	1030	1068
08:00 AM	16	63	14	3	93	5	26	17	13	48	2	90	11	1	103	11	13	2	0	26	17	270	287
08:15 AM	21	65	14	1	100	5	28	32	14	65	2	97	12	3	111	9	9	1	0	19	18	295	313
08:30 AM	31	49	7	2	87	6	13	13	4	32	0	75	9	1	84	16	11	2	0	29	7	232	239
08:45 AM	27	33	8	3	68	4	20	13	8	37	3	67	9	1	79	7	4	1	1	12	13	196	209
Total	95	210	43	9	348	20	87	75	39	182	7	329	41	6	377	43	37	6	1	86	55	993	1048
Grand Total	146	449	95	24	690	49	188	113	57	350	13	752	65	8	830	69	72	12	4	153	93	2023	2116
Apprch %	21.2	65.1	13.8			14	53.7	32.3			1.6	90.6	7.8			45.1	47.1	7.8					
Total %	7.2	22.2	4.7		34.1	2.4	9.3	5.6		17.3	0.6	37.2	3.2		41	3.4	3.6	0.6		7.6	4.4	95.6	
Passenger Vehicles	128	397	79		625	47	183	101		383	12	711	64		795	48	68	6		125	0	0	1928
% Passenger Vehicles	87.7	88.4	83.2	87.5	87.5	95.9	97.3	89.4	91.2	94.1	92.3	94.5	98.5	100	94.9	69.6	94.4	50	75	79.6	0	0	91.1
Large 2 Axle Vehicles	4	7	5		17	1	4	6		14	0	6	1		7	6	3	2		11	0	0	49
% Large 2 Axle Vehicles	2.7	1.6	5.3	4.2	2.4	2	2.1	5.3	5.3	3.4	0	0.8	1.5	0	0.8	8.7	4.2	16.7	0	7	0	0	2.3
3 Axle Vehicles	3	11	3		18	0	0	3		4	0	5	0		5	2	0	1		3	0	0	30
% 3 Axle Vehicles	2.1	2.4	3.2	4.2	2.5	0	0	2.7	1.8	1	0	0.7	0	0	0.6	2.9	0	8.3	0	1.9	0	0	1.4
4+ Axle Trucks	11	34	8		54	1	1	3		6	1	30	0		31	13	1	3		18	0	0	109
% 4+ Axle Trucks	7.5	7.6	8.4	4.2	7.6	2	0.5	2.7	1.8	1.5	7.7	4	0	0	3.7	18.8	1.4	25	25	11.5	0	0	5.2

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	57	7	76	**12**	**28**	4	44	1	**132**	9	**142**	**14**	**13**	**2**	**29**	291
07:45 AM	**25**	61	**18**	**104**	6	24	20	50	**2**	80	5	87	4	7	1	12	253
08:00 AM	16	63	14	93	5	26	17	48	2	90	11	103	11	13	2	26	270
08:15 AM	21	**65**	14	100	5	28	**32**	**65**	2	97	**12**	111	9	9	1	19	**295**
Total Volume	74	246	53	373	28	106	73	207	7	399	37	443	38	42	6	86	1109
% App. Total	19.8	66	14.2		13.5	51.2	35.3		1.6	90.1	8.4		44.2	48.8	7		
PHF	.740	.946	.736	.897	.583	.946	.570	.796	.875	.756	.771	.780	.679	.808	.750	.741	.940

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:30 AM				07:00 AM				07:30 AM				
+0 mins.	25	61	**18**	**104**	**12**	**28**	4	44	1	106	4	111	**14**	**13**	**2**	**29**	
+15 mins.	16	63	14	93	6	24	20	50	**2**	105	6	113	4	7	1	12	
+30 mins.	21	**65**	14	100	5	26	17	48	1	**132**	**9**	**142**	11	13	2	26	
+45 mins.	**31**	49	7	87	5	28	**32**	**65**	2	80	5	87	9	9	1	19	
Total Volume	93	238	53	384	28	106	73	207	6	423	24	453	38	42	6	86	
% App. Total	24.2	62	13.8		13.5	51.2	35.3		1.3	93.4	5.3		44.2	48.8	7		
PHF	.750	.915	.736	.923	.583	.946	.570	.796	.750	.801	.667	.798	.679	.808	.750	.741	

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Site Code : 221069
Start Date : 12/1/2022
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Groups Printed- Passenger Vehicles

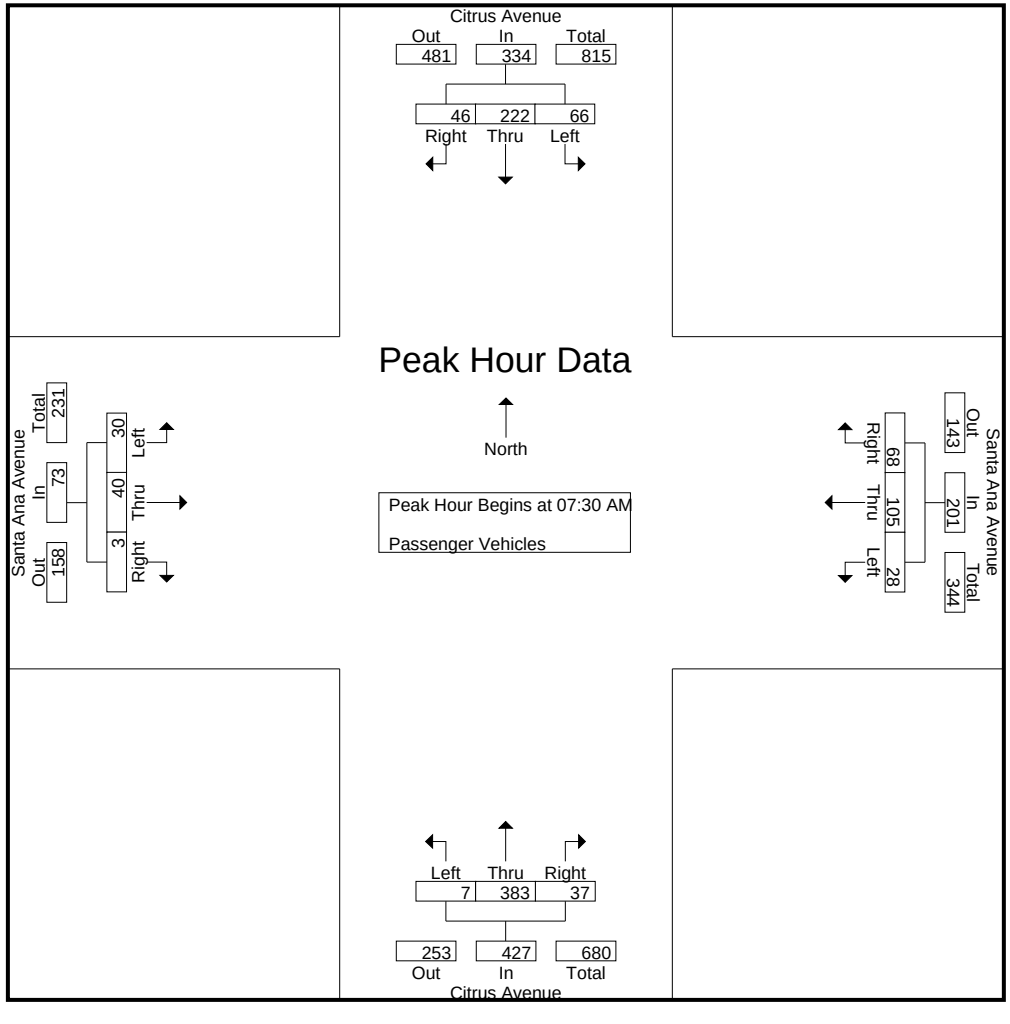
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	7	49	5	0	61	3	22	5	1	30	1	99	4	0	104	0	10	1	1	11	2	206	208
07:15 AM	4	64	18	6	86	7	25	7	2	39	2	98	5	0	105	5	4	2	1	11	9	241	250
07:30 AM	12	52	6	3	70	12	28	4	4	44	1	128	9	2	138	11	13	2	1	26	10	278	288
07:45 AM	23	57	16	4	96	6	23	15	8	44	2	75	5	0	82	2	6	0	0	8	12	230	242
Total	46	222	45	13	313	28	98	31	15	157	6	400	23	2	429	18	33	5	3	56	33	955	988
08:00 AM	15	53	12	3	80	5	26	17	13	48	2	87	11	1	100	10	12	1	0	23	17	251	268
08:15 AM	16	60	12	1	88	5	28	32	14	65	2	93	12	3	107	7	9	0	0	16	18	276	294
08:30 AM	29	39	4	1	72	5	13	10	3	28	0	70	9	1	79	10	11	0	0	21	5	200	205
08:45 AM	22	23	6	3	51	4	18	11	7	33	2	61	9	1	72	3	3	0	0	6	11	162	173
Total	82	175	34	8	291	19	85	70	37	174	6	311	41	6	358	30	35	1	0	66	51	889	940
Grand Total	128	397	79	21	604	47	183	101	52	331	12	711	64	8	787	48	68	6	3	122	84	1844	1928
Apprch %	21.2	65.7	13.1			14.2	55.3	30.5			1.5	90.3	8.1			39.3	55.7	4.9					
Total %	6.9	21.5	4.3		32.8	2.5	9.9	5.5		18	0.7	38.6	3.5		42.7	2.6	3.7	0.3		6.6	4.4	95.6	

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	52	6	70	**12**	**28**	4	44	1	**128**	9	**138**	**11**	**13**	**2**	**26**	**278**
07:45 AM	**23**	57	**16**	**96**	6	23	15	44	**2**	75	5	82	2	6	0	8	230
08:00 AM	15	53	12	80	5	26	17	48	2	87	11	100	10	12	1	23	251
08:15 AM	16	**60**	12	88	5	28	**32**	**65**	2	93	**12**	107	7	9	0	16	276
Total Volume	66	222	46	334	28	105	68	201	7	383	37	427	30	40	3	73	1035
% App. Total	19.8	66.5	13.8		13.9	52.2	33.8		1.6	89.7	8.7		41.1	54.8	4.1		
PHF	.717	.925	.719	.870	.583	.938	.531	.773	.875	.748	.771	.774	.682	.769	.375	.702	.931

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
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File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	12	52	6	70	**12**	**28**	4	44	1	**128**	9	**138**	**11**	**13**	**2**	**26**	
+15 mins.	**23**	57	**16**	**96**	6	23	15	44	**2**	75	5	82	2	6	0	8	
+30 mins.	15	53	12	80	5	26	17	48	2	87	11	100	10	12	1	23	
+45 mins.	16	**60**	12	88	5	28	**32**	**65**	2	93	**12**	107	7	9	0	16	
Total Volume	66	222	46	334	28	105	68	201	7	383	37	427	30	40	3	73	
% App. Total	19.8	66.5	13.8		13.9	52.2	33.8		1.6	89.7	8.7		41.1	54.8	4.1		
PHF	.717	.925	.719	.870	.583	.938	.531	.773	.875	.748	.771	.774	.682	.769	.375	.702	

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City of Fontana
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Site Code : 221069
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

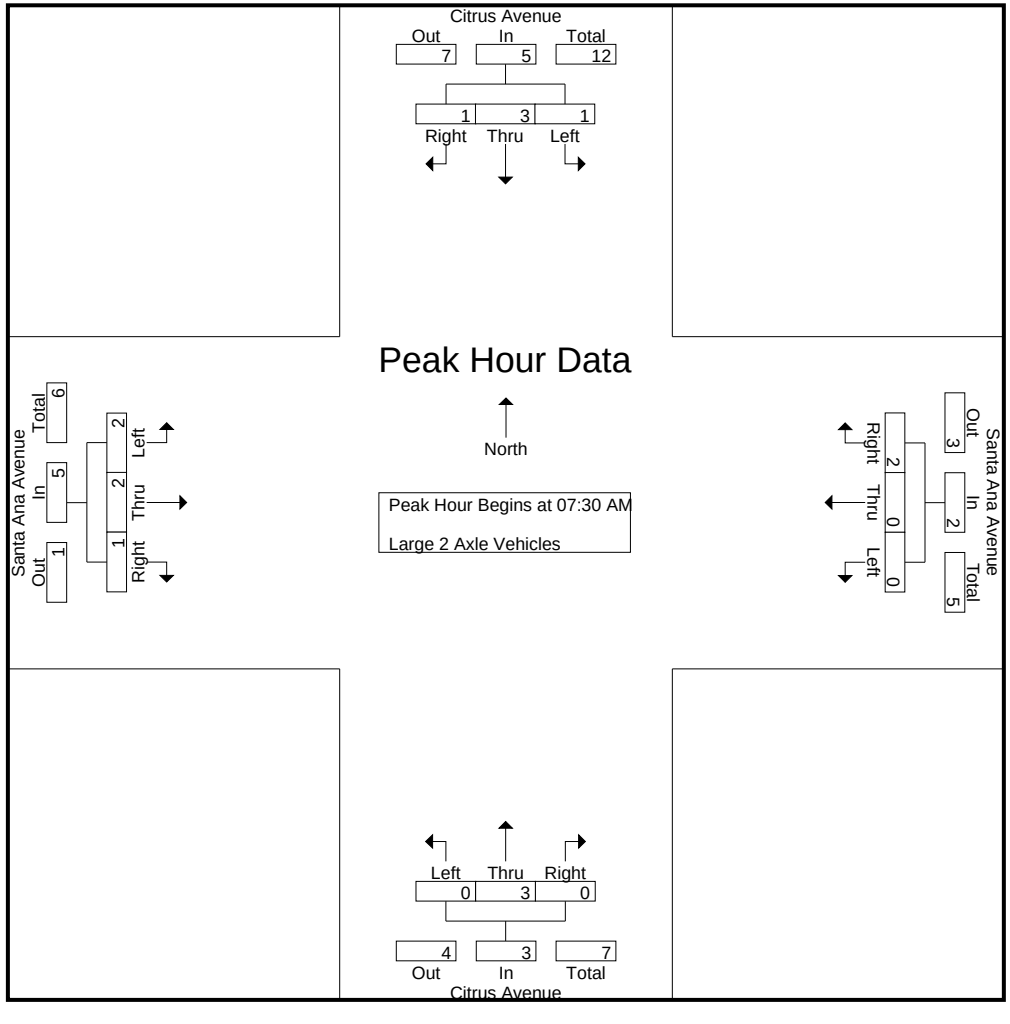
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	1	0	3	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	7	7
07:15 AM	0	0	1	1	1	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	1	4	5
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
07:45 AM	0	0	1	0	1	0	0	2	1	2	0	2	0	0	2	1	1	0	0	2	1	7	8
Total	1	2	3	1	6	0	2	2	1	4	0	4	1	0	5	4	2	0	0	6	2	21	23
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	4	4
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	1	2	2	0	5	1	0	2	1	3	0	1	0	0	1	2	0	1	0	3	1	12	13
08:45 AM	1	1	0	0	2	0	2	2	1	4	0	1	0	0	1	0	0	0	0	0	1	7	8
Total	3	5	2	0	10	1	2	4	2	7	0	2	0	0	2	2	1	2	0	5	2	24	26
Grand Total	4	7	5	1	16	1	4	6	3	11	0	6	1	0	7	6	3	2	0	11	4	45	49
Apprch %	25	43.8	31.2			9.1	36.4	54.5			0	85.7	14.3			54.5	27.3	18.2					
Total %	8.9	15.6	11.1		35.6	2.2	8.9	13.3		24.4	0	13.3	2.2		15.6	13.3	6.7	4.4		24.4	8.2	91.8	

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	0	1	3
07:45 AM	0	0	**1**	1	0	0	**2**	**2**	0	**2**	0	**2**	1	**1**	0	**2**	**7**
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	1	**1**	2	4
08:15 AM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	3	1	5	0	0	2	2	0	3	0	3	2	2	1	5	15
% App. Total	20	60	20		0	0	100		0	100	0		40	40	20		
PHF	.250	.375	.250	.625	.000	.000	.250	.250	.000	.375	.000	.375	.500	.500	.250	.625	.536

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022
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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	0	1	
+15 mins.	0	0	**1**	1	0	0	**2**	**2**	0	**2**	0	**2**	1	**1**	0	**2**	
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	1	**1**	2	
+45 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	3	1	5	0	0	2	2	0	3	0	3	2	2	1	5	
% App. Total	20	60	20		0	0	100		0	100	0		40	40	20		
PHF	.250	.375	.250	.625	.000	.000	.250	.250	.000	.375	.000	.375	.500	.500	.250	.625	

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

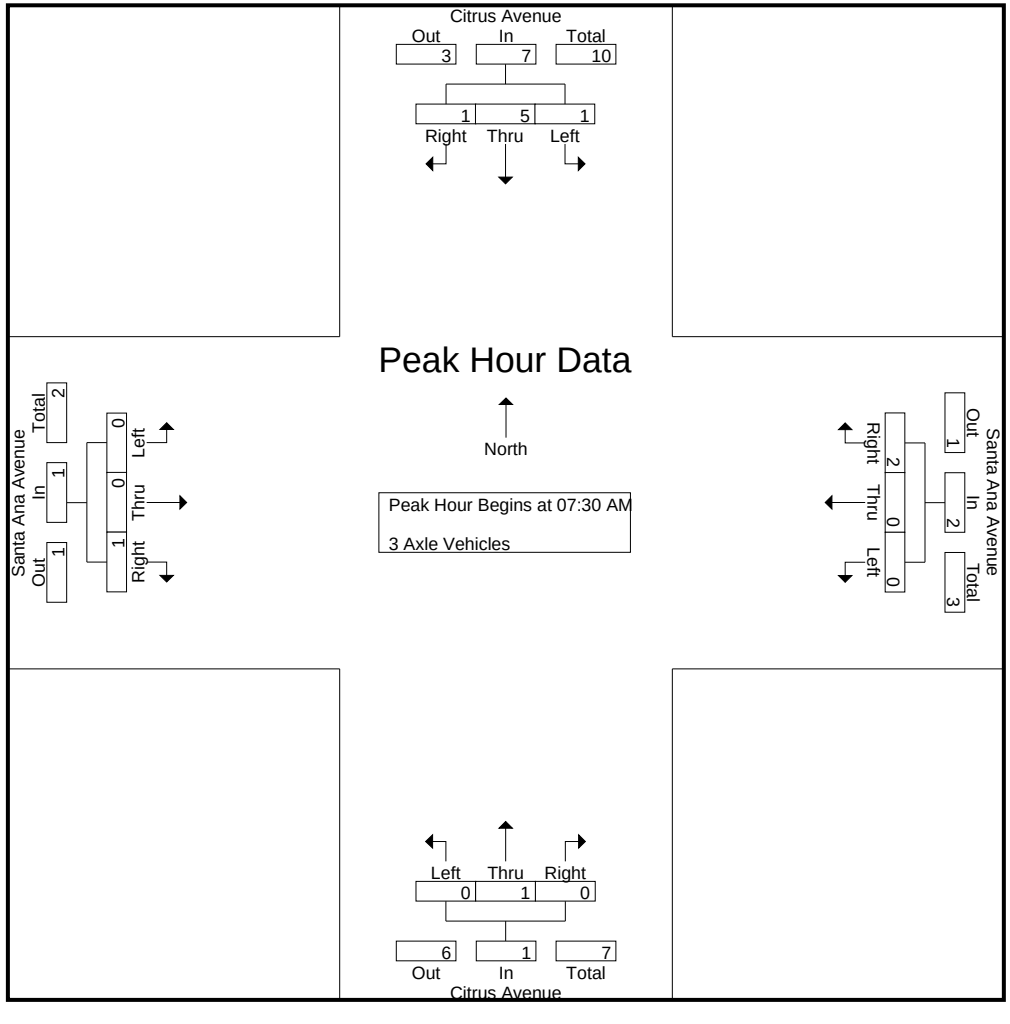
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
07:15 AM	1	2	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	6	6
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	1	2	3
Total	1	5	1	0	7	0	0	3	1	3	0	4	0	0	4	0	0	0	0	0	1	14	15
08:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	3
08:30 AM	1	1	1	1	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	5
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	4
Total	2	6	2	1	10	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	1	14	15
Grand Total	3	11	3	1	17	0	0	3	1	3	0	5	0	0	5	2	0	1	0	3	2	28	30
Apprch %	17.6	64.7	17.6			0	0	100			0	100	0			66.7	0	33.3					
Total %	10.7	39.3	10.7		60.7	0	0	10.7		10.7	0	17.9	0		17.9	7.1	0	3.6		10.7	6.7	93.3	

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**2**	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	2
08:00 AM	**1**	2	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	1	**1**	2	0	0	0	0	0	0	0	0	0	0	**1**	**1**	3
Total Volume	1	5	1	7	0	0	2	2	0	1	0	1	0	0	1	1	11
% App. Total	14.3	71.4	14.3		0	0	100		0	100	0		0	0	100		
PHF	.250	.625	.250	.583	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.250	.250	.917

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
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City of Fontana
N/S: Citrus Avenue
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Site Code : 221069
Start Date : 12/1/2022

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	**2**	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	
+30 mins.	**1**	2	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	**1**	2	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
Total Volume	1	5	1	7	0	0	2	2	0	1	0	1	0	0	1	1	
% App. Total	14.3	71.4	14.3		0	0	100		0	100	0		0	0	100		
PHF	.250	.625	.250	.583	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.250	.250	

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City of Fontana
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Groups Printed- 4+ Axle Trucks

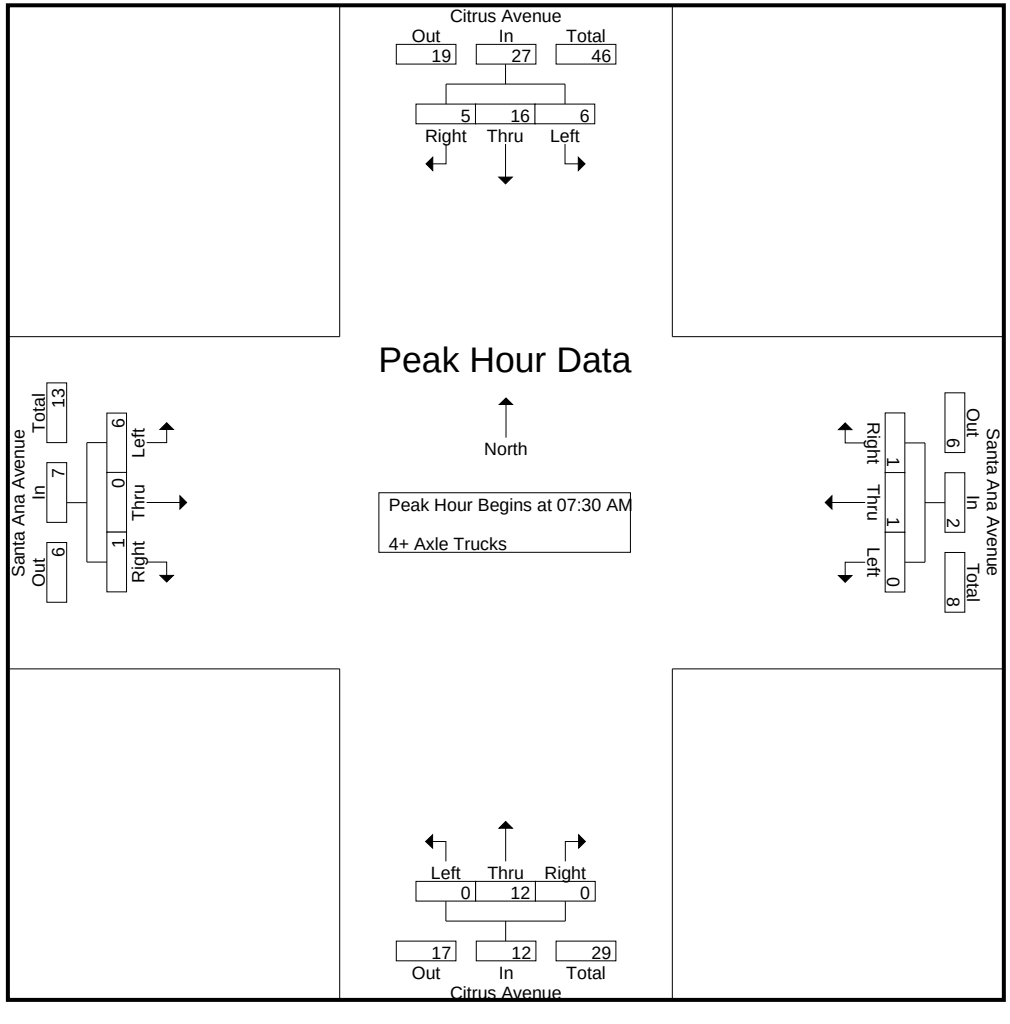
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	3	0	0	4	1	0	0	0	1	0	5	0	0	5	1	0	0	0	1	0	11	11
07:15 AM	0	1	1	1	2	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	8	9
07:30 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	7	7
07:45 AM	2	4	1	0	7	0	1	1	1	2	0	3	0	0	3	1	0	1	0	2	1	14	15
Total	3	10	3	1	16	1	1	2	1	4	0	15	0	0	15	4	0	1	0	5	2	40	42
08:00 AM	0	6	2	0	8	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	12	12
08:15 AM	4	4	1	0	9	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	15	15
08:30 AM	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	3	0	1	0	4	0	16	16
08:45 AM	4	7	2	0	13	0	0	0	0	0	1	4	0	0	5	3	1	1	1	5	1	23	24
Total	8	24	5	0	37	0	0	1	0	1	1	15	0	0	16	9	1	2	1	12	1	66	67
Grand Total	11	34	8	1	53	1	1	3	1	5	1	30	0	0	31	13	1	3	1	17	3	106	109
Apprch %	20.8	64.2	15.1			20	20	60			3.2	96.8	0			76.5	5.9	17.6					
Total %	10.4	32.1	7.5		50	0.9	0.9	2.8		4.7	0.9	28.3	0		29.2	12.3	0.9	2.8		16	2.8	97.2	

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	1	3	0	0	0	0	0	2	0	2	**2**	0	0	**2**	7
07:45 AM	2	4	1	7	0	**1**	**1**	**2**	0	3	0	3	1	0	**1**	2	14
08:00 AM	0	**6**	**2**	8	0	0	0	0	0	3	0	3	1	0	0	1	12
08:15 AM	**4**	4	1	**9**	0	0	0	0	0	**4**	0	**4**	2	0	0	2	**15**
Total Volume	6	16	5	27	0	1	1	2	0	12	0	12	6	0	1	7	48
% App. Total	22.2	59.3	18.5		0	50	50		0	100	0		85.7	0	14.3		
PHF	.375	.667	.625	.750	.000	.250	.250	.250	.000	.750	.000	.750	.750	.000	.250	.875	.800

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022
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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA AM
Site Code : 221069
Start Date : 12/1/2022

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	2	1	3	0	0	0	0	0	2	0	2	**2**	0	0	**2**	
+15 mins.	2	4	1	7	0	**1**	**1**	**2**	0	3	0	3	1	0	**1**	2	
+30 mins.	0	**6**	**2**	8	0	0	0	0	0	3	0	3	1	0	0	1	
+45 mins.	**4**	4	1	**9**	0	0	0	0	0	**4**	0	**4**	2	0	0	2	
Total Volume	6	16	5	27	0	1	1	2	0	12	0	12	6	0	1	7	
% App. Total	22.2	59.3	18.5		0	50	50		0	100	0		85.7	0	14.3		
PHF	.375	.667	.625	.750	.000	.250	.250	.250	.000	.750	.000	.750	.750	.000	.250	.875	

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City of Fontana
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Site Code : 221069
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

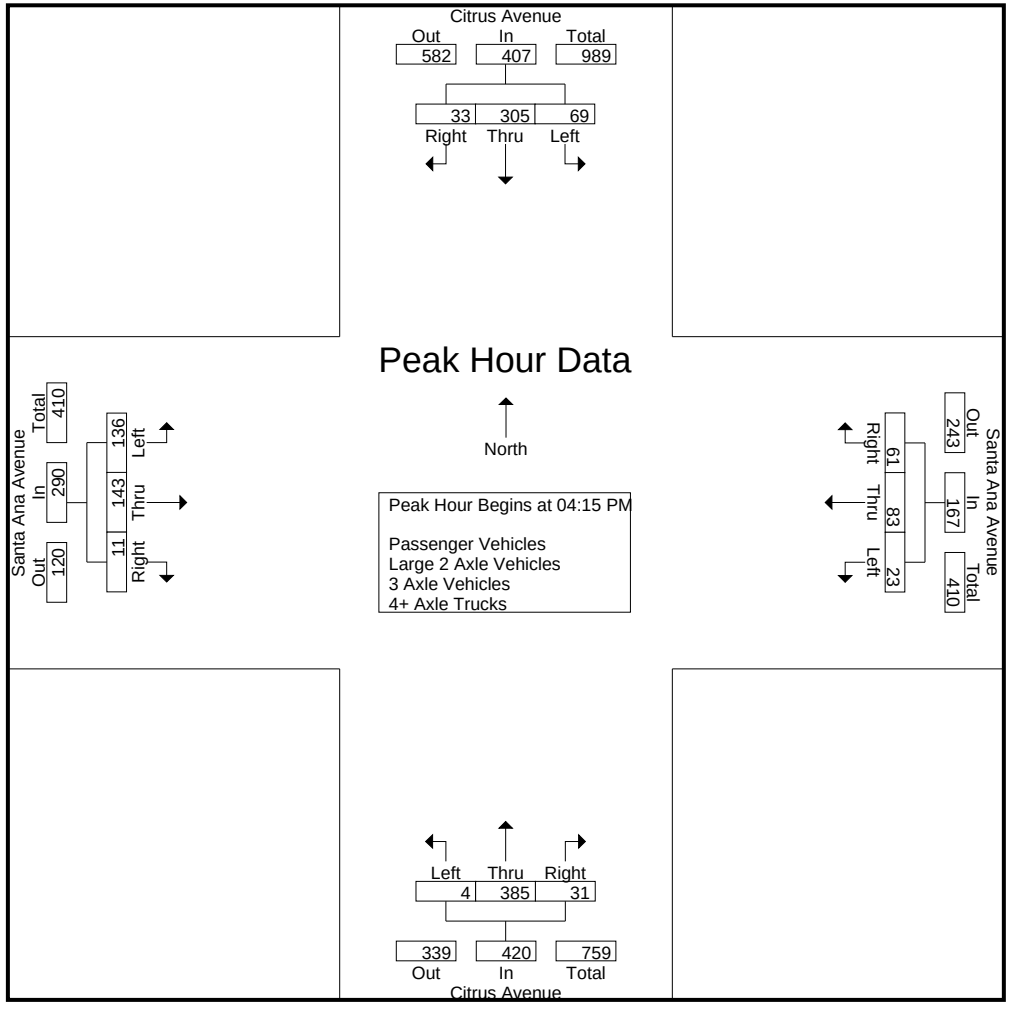
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	80	10	2	106	7	16	12	6	35	3	71	9	2	83	24	26	8	2	58	12	282	294
04:15 PM	12	90	12	2	114	10	15	13	9	38	3	101	9	3	113	31	38	5	2	74	16	339	355
04:30 PM	19	74	5	1	98	5	20	13	7	38	0	86	9	2	95	49	37	2	1	88	11	319	330
04:45 PM	21	59	10	2	90	6	23	20	7	49	1	106	6	0	113	21	41	3	1	65	10	317	327
Total	68	303	37	7	408	28	74	58	29	160	7	364	33	7	404	125	142	18	6	285	49	1257	1306
05:00 PM	17	82	6	2	105	2	25	15	5	42	0	92	7	4	99	35	27	1	0	63	11	309	320
05:15 PM	20	98	8	1	126	2	19	10	3	31	0	81	7	2	88	12	22	2	1	36	7	281	288
05:30 PM	25	78	8	2	111	7	17	10	7	34	1	105	4	2	110	8	22	4	2	34	13	289	302
05:45 PM	30	66	7	2	103	3	20	29	19	52	3	125	3	0	131	5	9	2	2	16	23	302	325
Total	92	324	29	7	445	14	81	64	34	159	4	403	21	8	428	60	80	9	5	149	54	1181	1235
Grand Total	160	627	66	14	853	42	155	122	63	319	11	767	54	15	832	185	222	27	11	434	103	2438	2541
Apprch %	18.8	73.5	7.7			13.2	48.6	38.2			1.3	92.2	6.5			42.6	51.2	6.2					
Total %	6.6	25.7	2.7		35	1.7	6.4	5		13.1	0.5	31.5	2.2		34.1	7.6	9.1	1.1		17.8	4.1	95.9	
Passenger Vehicles	153	597	56		817	39	149	113		359	8	728	54		805	173	218	23		424	0	0	2405
% Passenger Vehicles	95.6	95.2	84.8	78.6	94.2	92.9	96.1	92.6	92.1	94	72.7	94.9	100	100	95	93.5	98.2	85.2	90.9	95.3	0	0	94.6
Large 2 Axle Vehicles	4	9	0		13	1	5	4		11	0	10	0		10	4	3	0		7	0	0	41
% Large 2 Axle Vehicles	2.5	1.4	0	0	1.5	2.4	3.2	3.3	1.6	2.9	0	1.3	0	0	1.2	2.2	1.4	0	0	1.6	0	0	1.6
3 Axle Vehicles	1	4	4		10	0	0	3		6	0	7	0		7	3	0	1		4	0	0	27
% 3 Axle Vehicles	0.6	0.6	6.1	7.1	1.2	0	0	2.5	4.8	1.6	0	0.9	0	0	0.8	1.6	0	3.7	0	0.9	0	0	1.1
4+ Axle Trucks	2	17	6		27	2	1	2		6	3	22	0		25	5	1	3		10	0	0	68
% 4+ Axle Trucks	1.2	2.7	9.1	14.3	3.1	4.8	0.6	1.6	1.6	1.6	27.3	2.9	0	0	3	2.7	0.5	11.1	9.1	2.2	0	0	2.7

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	12	**90**	**12**	**114**	**10**	15	13	38	**3**	101	**9**	**113**	31	38	**5**	74	**339**
04:30 PM	19	74	5	98	5	20	13	38	0	86	9	95	**49**	37	2	**88**	319
04:45 PM	**21**	59	10	90	6	23	**20**	**49**	1	**106**	6	113	21	**41**	3	65	317
05:00 PM	17	82	6	105	2	**25**	15	42	0	92	7	99	35	27	1	63	309
Total Volume	69	305	33	407	23	83	61	167	4	385	31	420	136	143	11	290	1284
% App. Total	17	74.9	8.1		13.8	49.7	36.5		1	91.7	7.4		46.9	49.3	3.8		
PHF	.821	.847	.688	.893	.575	.830	.763	.852	.333	.908	.861	.929	.694	.872	.550	.824	.947

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City of Fontana
N/S: Citrus Avenue
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File Name : 16_FON_Cit_SA PM
Site Code : 221069
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	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				04:15 PM				05:00 PM				04:15 PM				
+0 mins.	17	82	6	105	**10**	15	13	38	0	92	**7**	99	31	38	**5**	74	
+15 mins.	20	**98**	**8**	**126**	5	20	13	38	0	81	7	88	**49**	37	2	**88**	
+30 mins.	25	78	8	111	6	23	**20**	**49**	1	105	4	110	21	**41**	3	65	
+45 mins.	**30**	66	7	103	2	**25**	15	42	**3**	**125**	3	**131**	35	27	1	63	
Total Volume	92	324	29	445	23	83	61	167	4	403	21	428	136	143	11	290	
% App. Total	20.7	72.8	6.5		13.8	49.7	36.5		0.9	94.2	4.9		46.9	49.3	3.8		
PHF	.767	.827	.906	.883	.575	.830	.763	.852	.333	.806	.750	.817	.694	.872	.550	.824	

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Groups Printed- Passenger Vehicles

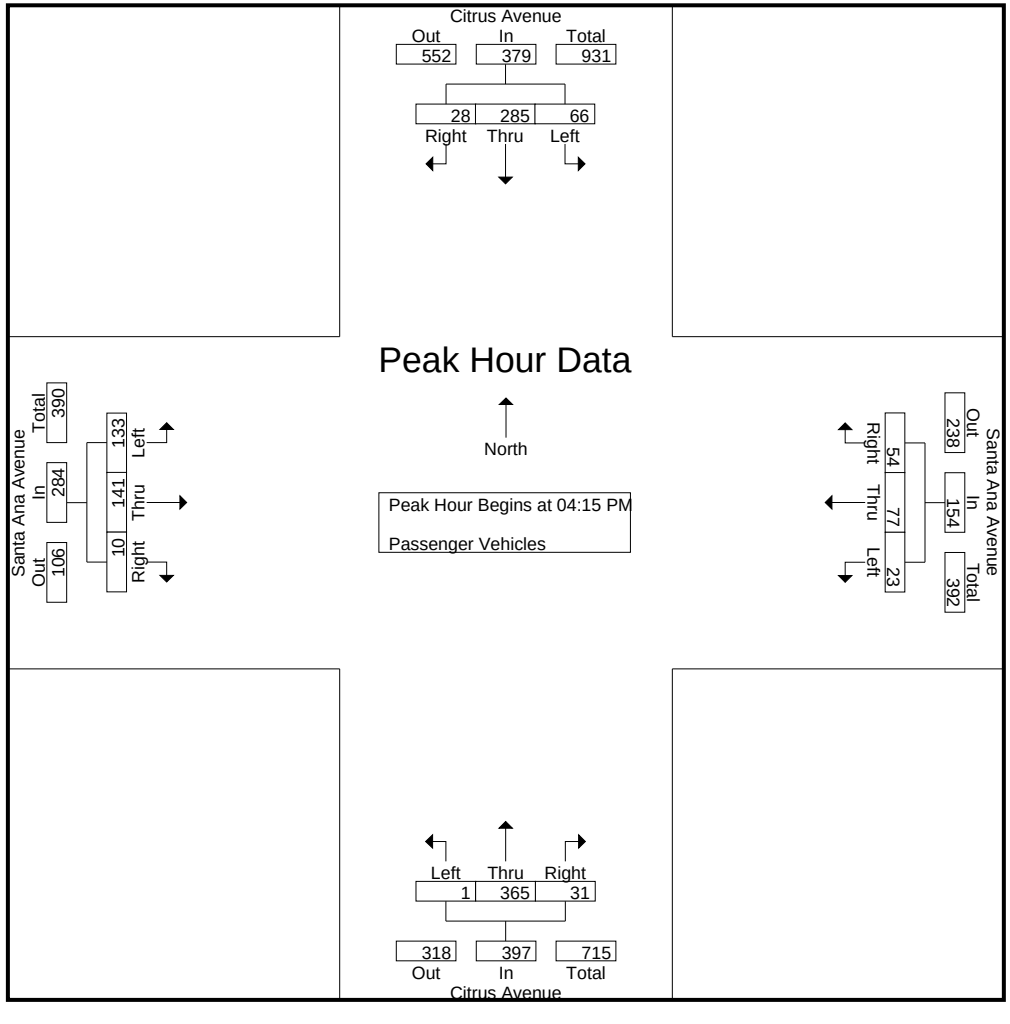
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	13	73	7	1	93	6	16	11	6	33	3	65	9	2	77	20	24	6	2	50	11	253	264
04:15 PM	12	78	9	1	99	10	13	10	7	33	0	97	9	3	106	31	36	5	2	72	13	310	323
04:30 PM	19	73	5	1	97	5	19	12	6	36	0	81	9	2	90	47	37	2	1	86	10	309	319
04:45 PM	21	56	9	2	86	6	21	18	7	45	1	102	6	0	109	20	41	2	1	63	10	303	313
Total	65	280	30	5	375	27	69	51	26	147	4	345	33	7	382	118	138	15	6	271	44	1175	1219
05:00 PM	14	78	5	2	97	2	24	14	4	40	0	85	7	4	92	35	27	1	0	63	10	292	302
05:15 PM	20	98	7	1	125	1	19	10	3	30	0	76	7	2	83	12	22	2	1	36	7	274	281
05:30 PM	25	77	7	1	109	6	17	9	6	32	1	101	4	2	106	6	22	4	2	32	11	279	290
05:45 PM	29	64	7	2	100	3	20	29	19	52	3	121	3	0	127	2	9	1	1	12	22	291	313
Total	88	317	26	6	431	12	80	62	32	154	4	383	21	8	408	55	80	8	4	143	50	1136	1186
Grand Total	153	597	56	11	806	39	149	113	58	301	8	728	54	15	790	173	218	23	10	414	94	2311	2405
Apprch %	19	74.1	6.9			13	49.5	37.5			1	92.2	6.8			41.8	52.7	5.6					
Total %	6.6	25.8	2.4		34.9	1.7	6.4	4.9		13	0.3	31.5	2.3		34.2	7.5	9.4	1		17.9	3.9	96.1	

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	12	**78**	**9**	**99**	**10**	13	10	33	0	97	**9**	106	31	36	**5**	72	**310**
04:30 PM	19	73	5	97	5	19	12	36	0	81	9	90	**47**	37	2	**86**	309
04:45 PM	**21**	56	9	86	6	21	**18**	**45**	**1**	**102**	6	**109**	20	**41**	2	63	303
05:00 PM	14	78	5	97	2	**24**	14	40	0	85	7	92	35	27	1	63	292
Total Volume	66	285	28	379	23	77	54	154	1	365	31	397	133	141	10	284	1214
% App. Total	17.4	75.2	7.4		14.9	50	35.1		0.3	91.9	7.8		46.8	49.6	3.5		
PHF	.786	.913	.778	.957	.575	.802	.750	.856	.250	.895	.861	.911	.707	.860	.500	.826	.979

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA PM
Site Code : 221069
Start Date : 12/1/2022

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	12	**78**	**9**	**99**	**10**	13	10	33	0	97	**9**	106	31	36	**5**	72	
+15 mins.	19	73	5	97	5	19	12	36	0	81	9	90	**47**	37	2	**86**	
+30 mins.	**21**	56	9	86	6	21	**18**	**45**	**1**	**102**	6	**109**	20	**41**	2	63	
+45 mins.	14	78	5	97	2	**24**	14	40	0	85	7	92	35	27	1	63	
Total Volume	66	285	28	379	23	77	54	154	1	365	31	397	133	141	10	284	
% App. Total	17.4	75.2	7.4		14.9	50	35.1		0.3	91.9	7.8		46.8	49.6	3.5		
PHF	.786	.913	.778	.957	.575	.802	.750	.856	.250	.895	.861	.911	.707	.860	.500	.826	

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

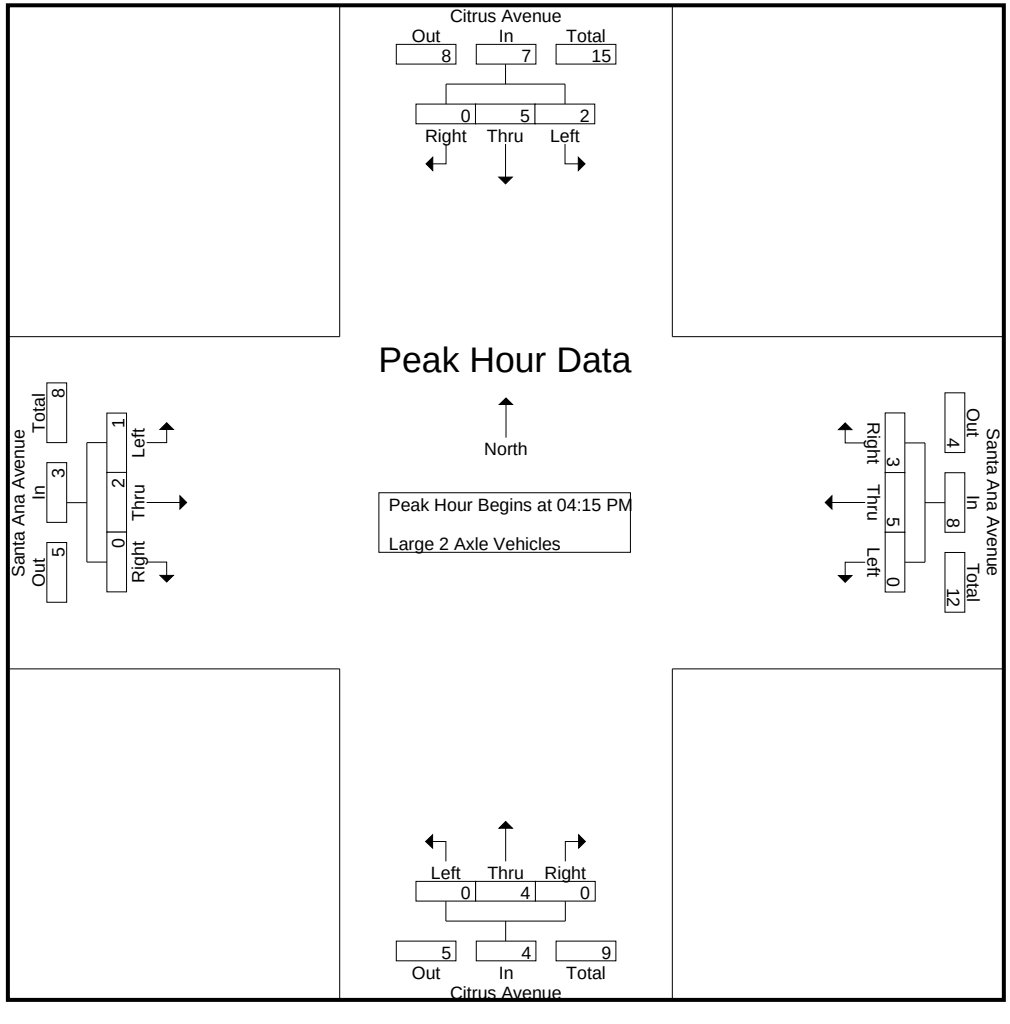
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	3	0	0	5	1	0	1	0	2	0	2	0	0	2	2	1	0	0	3	0	12	12
04:15 PM	0	2	0	0	2	0	2	1	1	3	0	1	0	0	1	0	2	0	0	2	1	8	9
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	4	4
04:45 PM	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	2	7	0	0	9	1	4	4	1	9	0	4	0	0	4	3	3	0	0	6	1	28	29
05:00 PM	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	3
Total	2	2	0	0	4	0	1	0	0	1	0	6	0	0	6	1	0	0	0	1	0	12	12
Grand Total	4	9	0	0	13	1	5	4	1	10	0	10	0	0	10	4	3	0	0	7	1	40	41
Apprch %	30.8	69.2	0			10	50	40			0	100	0			57.1	42.9	0					
Total %	10	22.5	0		32.5	2.5	12.5	10		25	0	25	0		25	10	7.5	0		17.5	2.4	97.6	

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	0	2	0	**2**	1	**3**	0	1	0	1	0	**2**	0	**2**	**8**
04:30 PM	0	1	0	1	0	1	0	1	0	1	0	1	**1**	0	0	1	4
04:45 PM	0	1	0	1	0	1	**2**	3	0	0	0	0	0	0	0	0	4
05:00 PM	**2**	1	0	**3**	0	1	0	1	0	**2**	0	**2**	0	0	0	0	6
Total Volume	2	5	0	7	0	5	3	8	0	4	0	4	1	2	0	3	22
% App. Total	28.6	71.4	0		0	62.5	37.5		0	100	0		33.3	66.7	0		
PHF	.250	.625	.000	.583	.000	.625	.375	.667	.000	.500	.000	.500	.250	.250	.000	.375	.688

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

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Site Code : 221069
Start Date : 12/1/2022

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	**2**	0	2	0	**2**	1	**3**	0	1	0	1	0	**2**	0	**2**	
+15 mins.	0	1	0	1	0	1	0	1	0	1	0	1	**1**	0	0	1	
+30 mins.	0	1	0	1	0	1	**2**	3	0	0	0	0	0	0	0	0	
+45 mins.	**2**	1	0	**3**	0	1	0	1	0	**2**	0	**2**	0	0	0	0	
Total Volume	2	5	0	7	0	5	3	8	0	4	0	4	1	2	0	3	
% App. Total	28.6	71.4	0		0	62.5	37.5		0	100	0		33.3	66.7	0		
PHF	.250	.625	.000	.583	.000	.625	.375	.667	.000	.500	.000	.500	.250	.250	.000	.375	

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

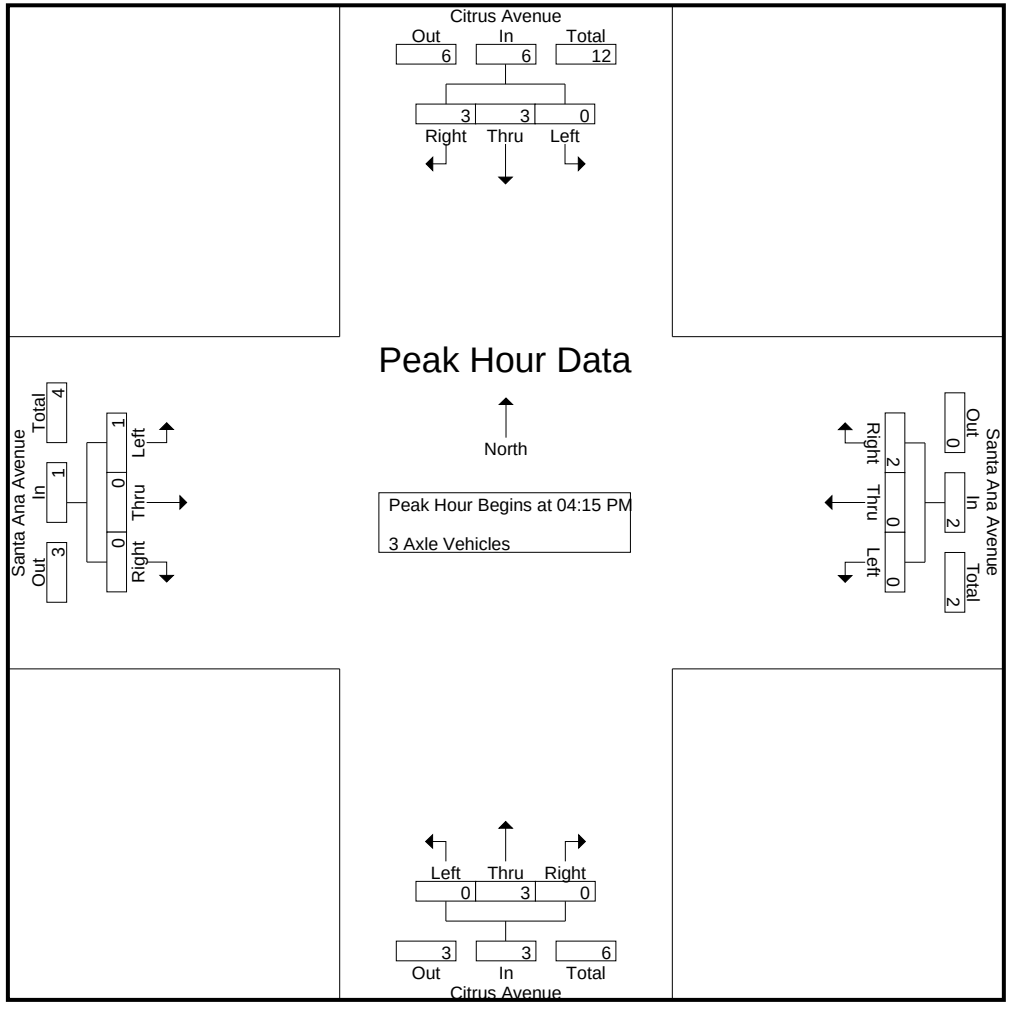
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	7	7
04:15 PM	0	2	3	1	5	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	2	7	9
04:30 PM	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	1	0	0	0	1	1	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	1	3	4	1	8	0	0	2	2	2	0	5	0	0	5	2	0	1	0	3	3	18	21
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	1	0	0	1	0	0	1	1	1	0	2	0	0	2	1	0	0	0	1	1	5	6
Grand Total	1	4	4	1	9	0	0	3	3	3	0	7	0	0	7	3	0	1	0	4	4	23	27
Apprch %	11.1	44.4	44.4			0	0	100			0	100	0			75	0	25					
Total %	4.3	17.4	17.4		39.1	0	0	13		13	0	30.4	0		30.4	13	0	4.3		17.4	14.8	85.2	

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	**3**	**5**	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	**7**
04:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	**1**	0	0	**1**	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	3	6	0	0	2	2	0	3	0	3	1	0	0	1	12
% App. Total	0	50	50		0	0	100		0	100	0		100	0	0		
PHF	.000	.375	.250	.300	.000	.000	.500	.500	.000	.750	.000	.750	.250	.000	.000	.250	.429

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 2



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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA PM
Site Code : 221069
Start Date : 12/1/2022

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	**2**	**3**	**5**	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	1	1	0	1	0	1	**1**	0	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	3	3	6	0	0	2	2	0	3	0	3	1	0	0	1	
% App. Total	0	50	50		0	0	100		0	100	0		100	0	0		
PHF	.000	.375	.250	.300	.000	.000	.500	.500	.000	.750	.000	.750	.250	.000	.000	.250	

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA PM
Site Code : 221069
Start Date : 12/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

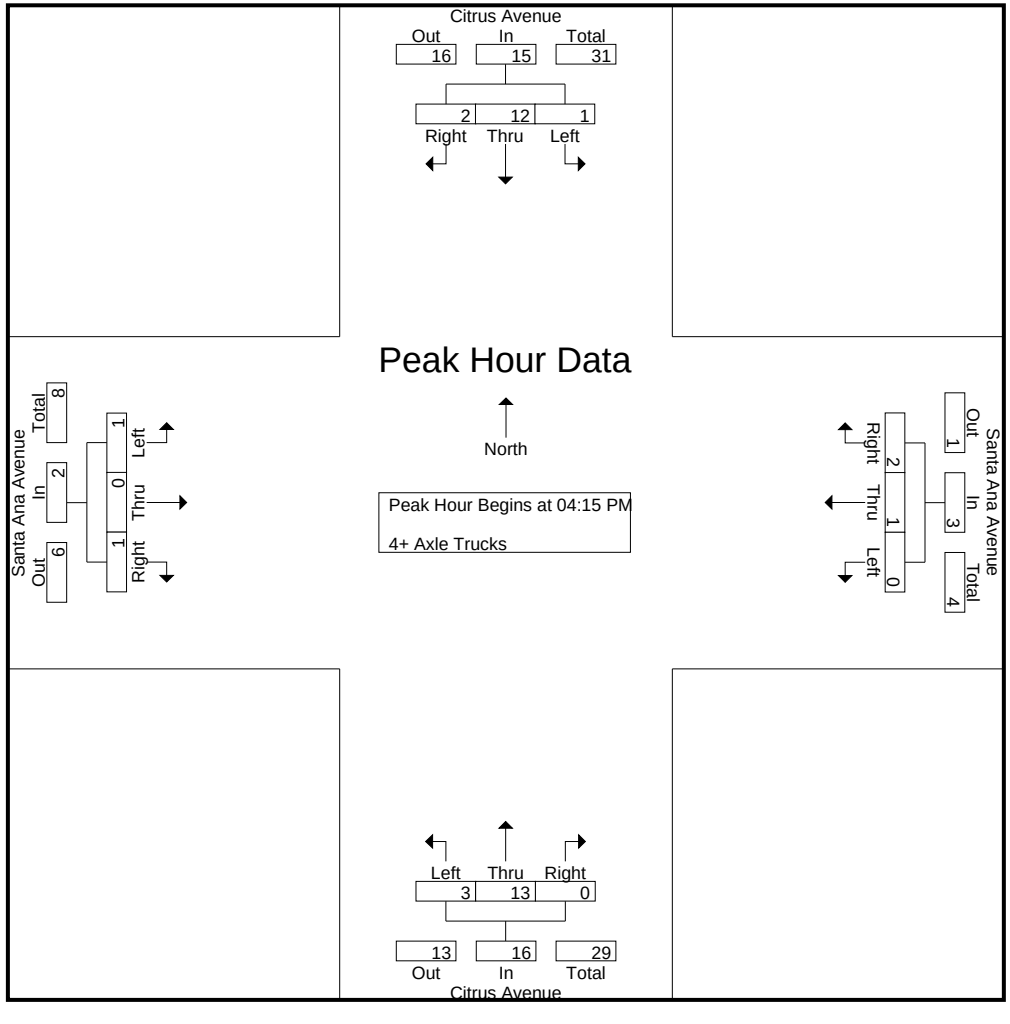
	Citrus Avenue Southbound					Santa Ana Avenue Westbound					Citrus Avenue Northbound					Santa Ana Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	2	1	5	0	0	0	0	0	0	2	0	0	2	1	1	1	0	3	1	10	11
04:15 PM	0	8	0	0	8	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	0	14	14
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
04:45 PM	0	2	1	0	3	0	1	0	0	1	0	3	0	0	3	1	0	1	0	2	0	9	9
Total	0	13	3	1	16	0	1	1	0	2	3	10	0	0	13	2	1	2	0	5	1	36	37
05:00 PM	1	2	1	0	4	0	0	1	1	1	0	5	0	0	5	0	0	0	0	0	1	10	11
05:15 PM	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	4
05:30 PM	0	0	1	1	1	1	0	0	0	1	0	3	0	0	3	2	0	0	0	2	1	7	8
05:45 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	1	1	2	1	7	8
Total	2	4	3	1	9	2	0	1	1	3	0	12	0	0	12	3	0	1	1	4	3	28	31
Grand Total	2	17	6	2	25	2	1	2	1	5	3	22	0	0	25	5	1	3	1	9	4	64	68
Apprch %	8	68	24			40	20	40			12	88	0			55.6	11.1	33.3					
Total %	3.1	26.6	9.4		39.1	3.1	1.6	3.1		7.8	4.7	34.4	0		39.1	7.8	1.6	4.7		14.1	5.9	94.1	

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**8**	0	**8**	0	0	**1**	**1**	**3**	2	0	**5**	0	0	0	0	**14**
04:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:45 PM	0	2	**1**	3	0	**1**	0	1	0	3	0	3	**1**	0	**1**	**2**	9
05:00 PM	**1**	2	1	4	0	0	1	1	0	**5**	0	5	0	0	0	0	10
Total Volume	1	12	2	15	0	1	2	3	3	13	0	16	1	0	1	2	36
% App. Total	6.7	80	13.3		0	33.3	66.7		18.8	81.2	0		50	0	50		
PHF	.250	.375	.500	.469	.000	.250	.500	.750	.250	.650	.000	.800	.250	.000	.250	.250	.643

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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

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Page No : 2



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City of Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue
Weather: Clear

File Name : 16_FON_Cit_SA PM
Site Code : 221069
Start Date : 12/1/2022

	Citrus Avenue Southbound				Santa Ana Avenue Westbound				Citrus Avenue Northbound				Santa Ana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	**8**	0	**8**	0	0	**1**	**1**	**3**	2	0	**5**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	
+30 mins.	0	2	**1**	3	0	**1**	0	1	0	3	0	3	**1**	0	**1**	**2**	
+45 mins.	**1**	2	1	4	0	0	1	1	0	**5**	0	5	0	0	0	0	
Total Volume	1	12	2	15	0	1	2	3	3	13	0	16	1	0	1	2	
% App. Total	6.7	80	13.3		0	33.3	66.7		18.8	81.2	0		50	0	50		
PHF	.250	.375	.500	.469	.000	.250	.500	.750	.250	.650	.000	.800	.250	.000	.250	.250	

Location: Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

PEDESTRIANS

	North Leg Citrus Avenue Pedestrians	East Leg Santa Ana Avenue Pedestrians	South Leg Citrus Avenue Pedestrians	West Leg Santa Ana Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	2	2	0	4
8:00 AM	0	3	0	0	3
8:15 AM	0	2	0	0	2
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	7	2	1	11

	North Leg Citrus Avenue Pedestrians	East Leg Santa Ana Avenue Pedestrians	South Leg Citrus Avenue Pedestrians	West Leg Santa Ana Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	3	0	3
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	1	4

Counts Unlimited, Inc.
PO Box 1178
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951-268-6268

Location: Fontana
N/S: Citrus Avenue
E/W: Santa Ana Avenue

Date: 12/1/2022
Day: Thursday

BICYCLES

	Southbound Citrus Avenue			Westbound Santa Ana Avenue			Northbound Citrus Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	1	0	0	0	0	1	0	2	0	0	5

	Southbound Citrus Avenue			Westbound Santa Ana Avenue			Northbound Citrus Avenue			Eastbound Santa Ana Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	2	0	3

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City of Fontana
Beech Avenue
S/ Driveway
24 Hour Directional Classification Count

FON005
Site Code: 051-221069

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	11	0	0	0	0	0	2	6	0	0	0	0	19
01:00	0	22	0	0	0	0	0	2	6	0	0	0	0	30
02:00	0	21	0	0	0	0	0	1	3	0	0	0	0	25
03:00	0	22	3	0	0	0	0	0	1	0	0	0	0	26
04:00	0	80	5	0	2	0	0	0	4	0	0	0	0	91
05:00	0	72	9	0	0	0	0	2	4	0	0	0	0	87
06:00	**2**	105	9	**1**	3	0	0	2	13	0	0	0	0	135
07:00	0	**161**	**23**	0	3	0	0	3	7	0	0	0	0	**197**
08:00	0	119	19	0	6	**1**	0	2	11	0	0	0	0	158
09:00	0	73	8	0	8	1	0	1	11	0	0	0	0	102
10:00	0	57	12	1	8	0	0	**8**	**14**	0	0	0	0	100
11:00	0	66	8	0	**11**	1	0	4	11	0	0	0	0	101
12 PM	0	73	17	0	2	1	0	7	8	0	0	0	0	108
13:00	**1**	89	20	0	8	0	0	2	11	0	0	0	0	131
14:00	0	77	13	**1**	4	0	0	6	7	0	0	0	0	108
15:00	0	**123**	20	1	**10**	**2**	0	7	**19**	0	0	0	0	**182**
16:00	0	94	**24**	1	5	1	0	**10**	5	0	0	0	0	140
17:00	0	68	10	1	4	0	0	2	7	0	0	0	0	92
18:00	0	38	5	0	2	0	0	2	4	0	0	0	0	51
19:00	0	24	3	0	1	0	0	1	5	0	0	0	0	34
20:00	0	21	1	0	1	0	0	0	4	0	0	0	0	27
21:00	0	15	0	0	0	0	0	0	3	0	0	0	0	18
22:00	0	25	1	0	0	0	0	1	3	0	0	0	0	30
23:00	0	14	2	0	0	0	0	0	2	0	0	0	0	18
Total	3	1470	212	6	78	7	0	65	169	0	0	0	0	2010
Percent	0.1%	73.1%	10.5%	0.3%	3.9%	0.3%	0.0%	3.2%	8.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	06:00	11:00	08:00		10:00	10:00					07:00
Vol.	2	161	23	1	11	1		8	14					197
PM Peak	13:00	15:00	16:00	14:00	15:00	15:00		16:00	15:00					15:00
Vol.	1	123	24	1	10	2		10	19					182
Grand Total	3	1470	212	6	78	7	0	65	169	0	0	0	0	2010
Percent	0.1%	73.1%	10.5%	0.3%	3.9%	0.3%	0.0%	3.2%	8.4%	0.0%	0.0%	0.0%	0.0%	

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City of Fontana
Beech Avenue
S/ Driveway
24 Hour Directional Classification Count

FON005
Site Code: 051-221069

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	10	0	0	3	0	0	1	2	0	0	0	0	16
01:00	0	7	0	0	1	0	0	1	6	0	0	0	0	15
02:00	0	4	0	0	0	1	0	0	1	0	0	0	0	6
03:00	0	27	0	0	0	0	0	0	2	0	0	0	0	29
04:00	0	27	0	0	1	0	**1**	2	1	**1**	0	0	0	33
05:00	0	**54**	0	0	2	**2**	0	0	0	1	0	0	0	59
06:00	0	35	0	0	1	1	0	**3**	4	0	0	0	0	44
07:00	0	54	**13**	0	3	0	0	1	9	0	0	0	0	**80**
08:00	0	35	10	0	0	2	0	3	**11**	0	0	0	0	61
09:00	0	37	13	0	**6**	1	0	3	8	0	0	0	0	68
10:00	0	38	13	0	6	0	0	1	11	0	0	0	0	69
11:00	0	41	11	0	4	2	1	3	9	0	0	0	0	71
12 PM	**1**	63	20	0	7	1	0	**7**	4	0	0	0	0	103
13:00	1	102	21	0	7	1	0	2	8	0	0	0	0	142
14:00	0	57	27	**1**	8	**2**	0	5	**11**	0	0	0	0	111
15:00	0	**122**	**28**	0	**12**	2	0	4	2	0	0	0	0	**170**
16:00	0	107	12	0	4	0	0	7	4	0	0	0	0	134
17:00	0	93	0	0	3	0	0	4	5	0	0	0	0	105
18:00	0	51	1	0	0	0	0	3	6	0	0	0	0	61
19:00	0	43	0	0	1	1	0	2	6	0	0	0	0	53
20:00	0	39	2	0	1	0	**1**	0	6	0	0	0	0	49
21:00	0	22	0	0	1	0	0	0	4	0	0	0	0	27
22:00	0	19	0	0	1	0	0	1	1	0	0	0	0	22
23:00	0	20	0	0	0	1	0	1	4	0	0	0	0	26
Total	2	1107	171	1	72	17	3	54	125	2	0	0	0	1554
Percent	0.1%	71.2%	11.0%	0.1%	4.6%	1.1%	0.2%	3.5%	8.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak		05:00	07:00		09:00	05:00	04:00	06:00	08:00	04:00				07:00
Vol.		54	13		6	2	1	3	11	1				80
PM Peak	12:00	15:00	15:00	14:00	15:00	14:00	20:00	12:00	14:00					15:00
Vol.	1	122	28	1	12	2	1	7	11					170
Grand Total	2	1107	171	1	72	17	3	54	125	2	0	0	0	1554
Percent	0.1%	71.2%	11.0%	0.1%	4.6%	1.1%	0.2%	3.5%	8.0%	0.1%	0.0%	0.0%	0.0%	

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City of Fontana
Beech Avenue
S/ Driveway
24 Hour Directional Classification Count
Northbound, Southbound

FON005
Site Code: 051-221069

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	21	0	0	3	0	0	3	8	0	0	0	0	35
01:00	0	29	0	0	1	0	0	3	12	0	0	0	0	45
02:00	0	25	0	0	0	1	0	1	4	0	0	0	0	31
03:00	0	49	3	0	0	0	0	0	3	0	0	0	0	55
04:00	0	107	5	0	3	0	**1**	2	5	**1**	0	0	0	124
05:00	0	126	9	0	2	2	0	2	4	1	0	0	0	146
06:00	**2**	140	9	**1**	4	1	0	5	17	0	0	0	0	179
07:00	0	**215**	**36**	0	6	0	0	4	16	0	0	0	0	**277**
08:00	0	154	29	0	6	**3**	0	5	22	0	0	0	0	219
09:00	0	110	21	0	14	2	0	4	19	0	0	0	0	170
10:00	0	95	25	1	14	0	0	**9**	**25**	0	0	0	0	169
11:00	0	107	19	0	**15**	3	1	7	20	0	0	0	0	172
12 PM	1	136	37	0	9	2	0	14	12	0	0	0	0	211
13:00	**2**	191	41	0	15	1	0	4	19	0	0	0	0	273
14:00	0	134	40	**2**	12	2	0	11	18	0	0	0	0	219
15:00	0	**245**	**48**	1	**22**	**4**	0	11	**21**	0	0	0	0	**352**
16:00	0	201	36	1	9	1	0	**17**	9	0	0	0	0	274
17:00	0	161	10	1	7	0	0	6	12	0	0	0	0	197
18:00	0	89	6	0	2	0	0	5	10	0	0	0	0	112
19:00	0	67	3	0	2	1	0	3	11	0	0	0	0	87
20:00	0	60	3	0	2	0	**1**	0	10	0	0	0	0	76
21:00	0	37	0	0	1	0	0	0	7	0	0	0	0	45
22:00	0	44	1	0	1	0	0	2	4	0	0	0	0	52
23:00	0	34	2	0	0	1	0	1	6	0	0	0	0	44
Total	5	2577	383	7	150	24	3	119	294	2	0	0	0	3564
Percent	0.1%	72.3%	10.7%	0.2%	4.2%	0.7%	0.1%	3.3%	8.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	06:00	11:00	08:00	04:00	10:00	10:00	04:00				07:00
Vol.	2	215	36	1	15	3	1	9	25	1				277
PM Peak	13:00	15:00	15:00	14:00	15:00	15:00	20:00	16:00	15:00					15:00
Vol.	2	245	48	2	22	4	1	17	21					352
Grand Total	5	2577	383	7	150	24	3	119	294	2	0	0	0	3564
Percent	0.1%	72.3%	10.7%	0.2%	4.2%	0.7%	0.1%	3.3%	8.2%	0.1%	0.0%	0.0%	0.0%	

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City of Fontana
Cherry Avenue
S/ Slover Avenue
24 Hour Directional Classification Count

FON001
Site Code: 051-221069

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	70	5	0	0	0	0	0	15	0	4	0	0	94
01:00	0	59	1	0	0	0	0	6	12	0	5	0	0	83
02:00	0	66	1	0	1	0	0	3	7	0	1	0	0	79
03:00	0	111	9	0	1	0	0	6	23	0	**10**	0	0	160
04:00	0	196	2	0	1	0	0	5	34	0	3	0	0	241
05:00	0	274	25	0	18	2	0	8	20	0	2	0	0	349
06:00	0	382	22	2	16	3	0	15	39	0	2	0	0	481
07:00	**2**	**661**	**51**	2	13	5	0	11	39	0	2	**1**	0	**787**
08:00	1	615	35	**4**	15	7	0	17	43	0	0	0	0	737
09:00	0	368	14	1	10	5	0	15	30	**1**	2	0	0	446
10:00	0	358	31	0	13	**8**	**2**	**25**	**54**	0	2	0	0	493
11:00	0	355	29	2	**19**	4	0	25	41	0	1	0	0	476
12 PM	0	413	84	0	**18**	4	0	18	**45**	0	0	0	0	582
13:00	**1**	429	94	1	11	3	0	19	38	0	0	**1**	0	597
14:00	1	578	128	**8**	12	**7**	0	**24**	36	0	3	0	0	797
15:00	0	**634**	**130**	2	13	0	0	16	35	0	0	0	0	**830**
16:00	1	531	122	5	6	1	0	14	28	0	1	0	0	709
17:00	0	538	36	0	2	0	0	15	34	0	0	0	0	625
18:00	0	388	22	0	4	0	0	10	18	0	0	0	0	442
19:00	0	300	20	0	6	2	0	10	22	0	0	0	0	360
20:00	0	227	18	0	3	1	0	11	19	0	1	0	0	280
21:00	0	195	19	0	0	0	0	9	15	0	2	0	0	240
22:00	0	127	8	0	1	0	0	15	10	0	**9**	0	0	170
23:00	0	93	10	0	0	0	0	6	17	0	3	1	0	130
Total	6	7968	916	27	183	52	2	303	674	1	53	3	0	10188
Percent	0.1%	78.2%	9.0%	0.3%	1.8%	0.5%	0.0%	3.0%	6.6%	0.0%	0.5%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	11:00	10:00	10:00	10:00	10:00	09:00	03:00	07:00		07:00
Vol.	2	661	51	4	19	8	2	25	54	1	10	1		787
PM Peak	13:00	15:00	15:00	14:00	12:00	14:00		14:00	12:00		22:00	13:00		15:00
Vol.	1	634	130	8	18	7		24	45		9	1		830
Grand Total	6	7968	916	27	183	52	2	303	674	1	53	3	0	10188
Percent	0.1%	78.2%	9.0%	0.3%	1.8%	0.5%	0.0%	3.0%	6.6%	0.0%	0.5%	0.0%	0.0%	

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City of Fontana
Cherry Avenue
S/ Slover Avenue
24 Hour Directional Classification Count

FON001
Site Code: 051-221069

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	95	2	0	0	0	0	11	7	0	3	0	0	118
01:00	0	71	4	0	0	0	0	5	12	0	1	0	0	93
02:00	0	67	3	0	0	0	0	7	11	0	3	**1**	0	92
03:00	0	162	6	0	2	0	0	13	13	0	1	0	0	197
04:00	**1**	251	9	0	1	0	0	10	14	0	1	0	0	287
05:00	0	600	42	0	9	2	0	8	18	0	5	0	0	684
06:00	0	429	72	3	7	4	**1**	22	19	0	5	0	0	562
07:00	0	**672**	99	**8**	12	1	1	15	39	0	4	0	0	**851**
08:00	0	603	**113**	4	**26**	4	0	19	42	0	2	0	0	813
09:00	1	348	66	2	19	**9**	0	14	41	0	**6**	0	0	506
10:00	0	337	77	1	25	2	1	20	42	0	5	0	0	510
11:00	0	404	77	0	21	2	0	**28**	**49**	0	1	0	0	582
12 PM	0	378	66	0	13	4	**1**	15	42	0	**5**	0	0	524
13:00	0	474	66	1	**17**	**10**	0	20	31	0	4	0	0	623
14:00	0	624	90	**6**	15	9	0	32	37	0	4	0	0	817
15:00	1	709	93	3	14	4	0	18	**43**	0	3	0	0	888
16:00	**3**	710	**95**	0	13	2	0	**35**	32	0	0	0	0	**890**
17:00	1	**723**	21	0	7	2	0	19	32	0	1	0	0	806
18:00	0	576	16	0	5	1	0	19	18	0	2	0	0	637
19:00	0	376	14	0	1	1	0	18	22	0	1	0	0	433
20:00	0	367	11	0	0	0	0	22	19	0	1	0	0	420
21:00	1	266	8	0	1	0	0	14	17	0	1	**1**	0	309
22:00	1	212	8	0	2	0	0	13	24	0	0	0	0	260
23:00	0	156	5	0	0	0	0	9	18	0	1	0	0	189
Total	9	9610	1063	28	210	57	4	406	642	0	60	2	0	12091
Percent	0.1%	79.5%	8.8%	0.2%	1.7%	0.5%	0.0%	3.4%	5.3%	0.0%	0.5%	0.0%	0.0%	
AM Peak	04:00	07:00	08:00	07:00	08:00	09:00	06:00	11:00	11:00		09:00	02:00		07:00
Vol.	1	672	113	8	26	9	1	28	49		6	1		851
PM Peak	16:00	17:00	16:00	14:00	13:00	13:00	12:00	16:00	15:00		12:00	21:00		16:00
Vol.	3	723	95	6	17	10	1	35	43		5	1		890
Grand Total	9	9610	1063	28	210	57	4	406	642	0	60	2	0	12091
Percent	0.1%	79.5%	8.8%	0.2%	1.7%	0.5%	0.0%	3.4%	5.3%	0.0%	0.5%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
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Phone: (951) 268-6268
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City of Fontana
Cherry Avenue
S/ Slover Avenue
24 Hour Directional Classification Count
Northbound, Southbound

FON001
Site Code: 051-221069

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	165	7	0	0	0	0	11	22	0	7	0	0	212
01:00	0	130	5	0	0	0	0	11	24	0	6	0	0	176
02:00	0	133	4	0	1	0	0	10	18	0	4	**1**	0	171
03:00	0	273	15	0	3	0	0	19	36	0	**11**	0	0	357
04:00	1	447	11	0	2	0	0	15	48	0	4	0	0	528
05:00	0	874	67	0	27	4	0	16	38	0	7	0	0	1033
06:00	0	811	94	5	23	7	1	37	58	0	7	0	0	1043
07:00	**2**	**1333**	**150**	**10**	25	6	1	26	78	0	6	1	0	**1638**
08:00	1	1218	148	8	**41**	11	0	36	85	0	2	0	0	1550
09:00	1	716	80	3	29	**14**	0	29	71	**1**	8	0	0	952
10:00	0	695	108	1	38	10	**3**	45	**96**	0	7	0	0	1003
11:00	0	759	106	2	40	6	0	**53**	90	0	2	0	0	1058
12 PM	0	791	150	0	**31**	8	**1**	33	**87**	0	5	0	0	1106
13:00	1	903	160	2	28	13	0	39	69	0	4	**1**	0	1220
14:00	1	1202	218	**14**	27	**16**	0	**56**	73	0	7	0	0	1614
15:00	1	**1343**	**223**	5	27	4	0	34	78	0	3	0	0	**1718**
16:00	**4**	1241	217	5	19	3	0	49	60	0	1	0	0	1599
17:00	1	1261	57	0	9	2	0	34	66	0	1	0	0	1431
18:00	0	964	38	0	9	1	0	29	36	0	2	0	0	1079
19:00	0	676	34	0	7	3	0	28	44	0	1	0	0	793
20:00	0	594	29	0	3	1	0	33	38	0	2	0	0	700
21:00	1	461	27	0	1	0	0	23	32	0	3	1	0	549
22:00	1	339	16	0	3	0	0	28	34	0	**9**	0	0	430
23:00	0	249	15	0	0	0	0	15	35	0	4	1	0	319
Total	15	17578	1979	55	393	109	6	709	1316	1	113	5	0	22279
Percent	0.1%	78.9%	8.9%	0.2%	1.8%	0.5%	0.0%	3.2%	5.9%	0.0%	0.5%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	08:00	09:00	10:00	11:00	10:00	09:00	03:00	02:00		07:00
Vol.	2	1333	150	10	41	14	3	53	96	1	11	1		1638
PM Peak	16:00	15:00	15:00	14:00	12:00	14:00	12:00	14:00	12:00		22:00	13:00		15:00
Vol.	4	1343	223	14	31	16	1	56	87		9	1		1718
Grand Total	15	17578	1979	55	393	109	6	709	1316	1	113	5	0	22279
Percent	0.1%	78.9%	8.9%	0.2%	1.8%	0.5%	0.0%	3.2%	5.9%	0.0%	0.5%	0.0%	0.0%	

Counts Unlimited, Inc.

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City of Fontana
Citrus Avenue
N/ Santa Ana Avenue
24 Hour Directional Classification Count

FON006
Site Code: 051-221069

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	1	48	2	0	3	0	0	2	7	0	0	0	0	63
01:00	0	31	2	0	1	1	0	2	10	0	0	0	0	47
02:00	0	49	2	0	1	0	0	2	8	0	0	0	0	62
03:00	0	63	3	0	2	0	0	2	9	0	0	0	0	79
04:00	**2**	185	6	0	7	0	0	3	13	0	0	0	0	216
05:00	0	161	13	0	2	0	0	4	8	0	0	0	0	188
06:00	0	263	12	**2**	7	1	0	2	3	0	0	0	0	290
07:00	2	**406**	48	0	10	1	0	6	21	0	0	0	0	**494**
08:00	0	372	**56**	0	7	1	0	6	20	0	**1**	0	0	463
09:00	0	230	42	0	6	**4**	0	11	27	0	0	0	0	320
10:00	0	204	35	0	10	0	0	**12**	**32**	0	0	0	0	293
11:00	0	208	45	0	**13**	2	0	11	31	0	0	0	0	310
12 PM	0	238	40	1	12	1	0	**13**	25	0	**2**	0	0	332
13:00	**1**	330	47	2	13	**2**	0	9	**28**	0	0	0	0	432
14:00	1	448	60	1	**16**	2	0	7	15	0	1	0	0	551
15:00	1	**493**	**61**	2	11	1	0	10	13	**1**	0	0	0	**593**
16:00	1	479	47	**3**	8	1	0	9	11	0	1	0	0	560
17:00	0	483	24	0	6	1	0	4	14	0	0	0	0	532
18:00	0	328	22	0	2	0	0	9	9	0	0	0	0	370
19:00	0	161	7	0	2	0	0	6	7	0	0	0	0	183
20:00	0	102	9	0	1	0	0	3	9	0	0	0	0	124
21:00	0	116	4	0	2	0	0	0	7	0	0	0	0	129
22:00	0	74	5	0	1	0	0	3	8	0	0	0	0	91
23:00	0	57	3	0	0	0	0	2	15	0	0	0	0	77
Total	9	5529	595	11	143	18	0	138	350	1	5	0	0	6799
Percent	0.1%	81.3%	8.8%	0.2%	2.1%	0.3%	0.0%	2.0%	5.1%	0.0%	0.1%	0.0%	0.0%	
AM Peak	04:00	07:00	08:00	06:00	11:00	09:00		10:00	10:00		08:00			07:00
Vol.	2	406	56	2	13	4		12	32		1			494
PM Peak	13:00	15:00	15:00	16:00	14:00	13:00		12:00	13:00	15:00	12:00			15:00
Vol.	1	493	61	3	16	2		13	28	1	2			593
Grand Total	9	5529	595	11	143	18	0	138	350	1	5	0	0	6799
Percent	0.1%	81.3%	8.8%	0.2%	2.1%	0.3%	0.0%	2.0%	5.1%	0.0%	0.1%	0.0%	0.0%	

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City of Fontana
Citrus Avenue
N/ Santa Ana Avenue
24 Hour Directional Classification Count

FON006
Site Code: 051-221069

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	57	5	0	0	0	0	1	2	0	0	0	0	65
01:00	0	23	1	0	0	0	0	1	3	0	0	0	0	28
02:00	0	32	1	0	0	0	0	4	5	0	0	0	0	42
03:00	0	87	10	0	0	0	0	1	8	0	0	0	0	106
04:00	0	194	10	0	2	0	0	1	7	0	0	0	0	214
05:00	0	241	20	1	0	**3**	0	0	8	0	0	0	0	273
06:00	**1**	244	33	2	3	1	0	1	15	0	0	0	0	300
07:00	1	**280**	29	**5**	2	2	0	2	15	0	0	0	0	336
08:00	1	238	**55**	2	4	3	0	**12**	**36**	0	0	0	0	**351**
09:00	1	179	34	2	3	2	0	8	28	0	0	0	0	257
10:00	1	144	37	0	**14**	2	0	7	24	0	0	0	0	229
11:00	1	188	44	2	12	1	0	10	24	0	0	0	0	282
12 PM	0	193	35	1	**17**	2	0	4	**27**	0	0	0	0	279
13:00	**3**	297	54	2	8	**3**	0	5	21	0	0	0	0	393
14:00	0	302	49	0	13	0	0	2	10	0	0	0	0	376
15:00	2	282	**66**	2	3	1	0	**6**	12	0	0	0	0	374
16:00	0	324	55	**4**	4	3	0	3	16	0	0	0	0	409
17:00	0	**383**	38	0	3	0	0	2	9	0	0	0	0	**435**
18:00	0	320	23	0	2	0	0	2	14	0	0	0	0	361
19:00	0	237	11	0	0	1	0	3	11	0	0	0	0	263
20:00	0	185	7	0	2	0	0	4	10	0	0	0	0	208
21:00	0	164	9	0	0	0	0	2	14	0	0	0	0	189
22:00	0	121	7	0	0	0	0	1	8	0	0	0	0	137
23:00	0	94	5	0	0	0	0	1	8	0	0	0	0	108
Total	11	4809	638	23	92	24	0	83	335	0	0	0	0	6015
Percent	0.2%	80.0%	10.6%	0.4%	1.5%	0.4%	0.0%	1.4%	5.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	08:00	07:00	10:00	05:00		08:00	08:00					08:00
Vol.	1	280	55	5	14	3		12	36					351
PM Peak	13:00	17:00	15:00	16:00	12:00	13:00		15:00	12:00					17:00
Vol.	3	383	66	4	17	3		6	27					435
Grand Total	11	4809	638	23	92	24	0	83	335	0	0	0	0	6015
Percent	0.2%	80.0%	10.6%	0.4%	1.5%	0.4%	0.0%	1.4%	5.6%	0.0%	0.0%	0.0%	0.0%	

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City of Fontana
Citrus Avenue
N/ Santa Ana Avenue
24 Hour Directional Classification Count
Northbound, Southbound

FON006
Site Code: 051-221069

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	1	105	7	0	3	0	0	3	9	0	0	0	0	128
01:00	0	54	3	0	1	1	0	3	13	0	0	0	0	75
02:00	0	81	3	0	1	0	0	6	13	0	0	0	0	104
03:00	0	150	13	0	2	0	0	3	17	0	0	0	0	185
04:00	2	379	16	0	9	0	0	4	20	0	0	0	0	430
05:00	0	402	33	1	2	3	0	4	16	0	0	0	0	461
06:00	1	507	45	4	10	2	0	3	18	0	0	0	0	590
07:00	**3**	**686**	77	**5**	12	3	0	8	36	0	0	0	0	**830**
08:00	1	610	**111**	2	11	4	0	18	**56**	0	**1**	0	0	814
09:00	1	409	76	2	9	**6**	0	19	55	0	0	0	0	577
10:00	1	348	72	0	24	2	0	19	56	0	0	0	0	522
11:00	1	396	89	2	**25**	3	0	**21**	55	0	0	0	0	592
12 PM	0	431	75	2	**29**	3	0	**17**	**52**	0	**2**	0	0	611
13:00	**4**	627	101	4	21	**5**	0	14	49	0	0	0	0	825
14:00	1	750	109	1	29	2	0	9	25	0	1	0	0	927
15:00	3	775	**127**	4	14	2	0	16	25	**1**	0	0	0	967
16:00	1	803	102	**7**	12	4	0	12	27	0	1	0	0	**969**
17:00	0	**866**	62	0	9	1	0	6	23	0	0	0	0	967
18:00	0	648	45	0	4	0	0	11	23	0	0	0	0	731
19:00	0	398	18	0	2	1	0	9	18	0	0	0	0	446
20:00	0	287	16	0	3	0	0	7	19	0	0	0	0	332
21:00	0	280	13	0	2	0	0	2	21	0	0	0	0	318
22:00	0	195	12	0	1	0	0	4	16	0	0	0	0	228
23:00	0	151	8	0	0	0	0	3	23	0	0	0	0	185
Total	20	10338	1233	34	235	42	0	221	685	1	5	0	0	12814
Percent	0.2%	80.7%	9.6%	0.3%	1.8%	0.3%	0.0%	1.7%	5.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	07:00	11:00	09:00		11:00	08:00		08:00			07:00
Vol.	3	686	111	5	25	6		21	56		1			830
PM Peak	13:00	17:00	15:00	16:00	12:00	13:00		12:00	12:00	15:00	12:00			16:00
Vol.	4	866	127	7	29	5		17	52	1	2			969
Grand Total	20	10338	1233	34	235	42	0	221	685	1	5	0	0	12814
Percent	0.2%	80.7%	9.6%	0.3%	1.8%	0.3%	0.0%	1.7%	5.3%	0.0%	0.0%	0.0%	0.0%	

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City of Fontana
Hemlock Avenue
S/ Driveway
24 Hour Directional Classification Count

FON004
Site Code: 051-221069

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	7	0	0	0	0	0	0	1	0	0	0	0	8
03:00	0	8	1	0	0	0	0	0	1	0	0	0	0	10
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	**35**	0	0	0	0	0	0	0	0	0	0	0	**35**
06:00	0	19	**4**	0	0	0	0	0	0	0	0	0	0	23
07:00	**1**	9	1	0	0	0	0	0	0	0	0	0	0	11
08:00	1	11	1	0	1	0	0	0	**3**	0	0	0	0	17
09:00	0	14	2	0	**3**	0	0	0	2	0	0	0	0	21
10:00	0	12	1	0	2	0	0	0	0	0	0	0	0	15
11:00	0	21	0	0	1	0	0	0	0	0	0	0	0	22
12 PM	0	11	0	0	1	0	0	0	2	0	0	0	0	14
13:00	0	15	2	0	1	0	0	1	3	0	0	0	0	22
14:00	0	19	3	0	0	**1**	0	1	3	0	0	0	0	27
15:00	0	**94**	**11**	0	**6**	0	0	**2**	**4**	0	0	0	0	**117**
16:00	0	36	1	0	3	0	0	2	0	0	0	0	0	42
17:00	0	15	0	0	0	0	0	0	1	0	0	0	0	16
18:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
19:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
20:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Total	2	374	28	0	18	1	0	6	22	0	0	0	0	451
Percent	0.4%	82.9%	6.2%	0.0%	4.0%	0.2%	0.0%	1.3%	4.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	05:00	06:00		09:00				08:00					05:00
Vol.	1	35	4		3				3					35
PM Peak		15:00	15:00		15:00	14:00		15:00	15:00					15:00
Vol.		94	11		6	1		2	4					117
Grand Total	2	374	28	0	18	1	0	6	22	0	0	0	0	451
Percent	0.4%	82.9%	6.2%	0.0%	4.0%	0.2%	0.0%	1.3%	4.9%	0.0%	0.0%	0.0%	0.0%	

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City of Fontana
Hemlock Avenue
S/ Driveway
24 Hour Directional Classification Count

FON004
Site Code: 051-221069

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	1	0	0	0	0	0	1	0	0	0	0	0	2
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	5	0	0	0	0	0	0	2	0	0	0	0	7
03:00	0	8	1	0	0	0	0	0	2	0	0	0	0	11
04:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
05:00	0	44	3	0	0	0	0	0	4	0	0	0	0	51
06:00	0	50	6	0	1	0	0	0	1	0	0	0	0	58
07:00	**1**	**72**	5	0	3	0	0	**2**	**7**	0	0	0	0	**90**
08:00	0	40	7	0	2	**1**	0	1	1	0	0	0	0	52
09:00	0	29	**14**	0	4	0	0	2	4	0	0	0	0	53
10:00	0	47	2	0	**7**	0	0	1	3	0	0	0	0	60
11:00	0	55	1	0	2	1	0	1	4	0	0	0	0	64
12 PM	0	49	3	0	**5**	0	0	0	**10**	0	0	0	0	67
13:00	0	57	6	0	1	0	0	2	3	0	0	0	0	69
14:00	0	70	9	0	3	**1**	0	0	1	0	0	0	0	84
15:00	0	**97**	8	0	2	1	0	**4**	4	0	0	0	0	**116**
16:00	0	45	**10**	0	3	0	0	4	0	0	0	0	0	62
17:00	0	33	7	0	2	0	0	1	2	0	0	0	0	45
18:00	0	42	5	0	0	0	0	1	0	0	0	0	0	48
19:00	0	20	4	0	0	0	0	2	0	0	0	0	0	26
20:00	0	23	1	0	0	0	0	0	2	0	0	0	0	26
21:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
22:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	11	0	0	0	0	0	1	0	0	0	0	0	12
Total	1	863	95	0	35	4	0	23	50	0	0	0	0	1071
Percent	0.1%	80.6%	8.9%	0.0%	3.3%	0.4%	0.0%	2.1%	4.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	09:00		10:00	08:00		07:00	07:00					07:00
Vol.	1	72	14		7	1		2	7					90
PM Peak		15:00	16:00		12:00	14:00		15:00	12:00					15:00
Vol.		97	10		5	1		4	10					116
Grand Total	1	863	95	0	35	4	0	23	50	0	0	0	0	1071
Percent	0.1%	80.6%	8.9%	0.0%	3.3%	0.4%	0.0%	2.1%	4.7%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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City of Fontana
Hemlock Avenue
S/ Driveway
24 Hour Directional Classification Count
Northbound, Southbound

FON004
Site Code: 051-221069

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	5	0	0	0	0	0	1	0	0	0	0	0	6
01:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	12	0	0	0	0	0	0	3	0	0	0	0	15
03:00	0	16	2	0	0	0	0	0	3	0	0	0	0	21
04:00	0	37	4	0	0	0	0	0	0	0	0	0	0	41
05:00	0	79	3	0	0	0	0	0	4	0	0	0	0	86
06:00	0	69	10	0	1	0	0	0	1	0	0	0	0	81
07:00	**2**	**81**	6	0	3	0	0	**2**	**7**	0	0	0	0	**101**
08:00	1	51	8	0	3	**1**	0	1	4	0	0	0	0	69
09:00	0	43	**16**	0	7	0	0	2	6	0	0	0	0	74
10:00	0	59	3	0	**9**	0	0	1	3	0	0	0	0	75
11:00	0	76	1	0	3	1	0	1	4	0	0	0	0	86
12 PM	0	60	3	0	6	0	0	0	**12**	0	0	0	0	81
13:00	0	72	8	0	2	0	0	3	6	0	0	0	0	91
14:00	0	89	12	0	3	**2**	0	1	4	0	0	0	0	111
15:00	0	**191**	**19**	0	**8**	1	0	**6**	8	0	0	0	0	**233**
16:00	0	81	11	0	6	0	0	6	0	0	0	0	0	104
17:00	0	48	7	0	2	0	0	1	3	0	0	0	0	61
18:00	0	51	5	0	0	0	0	1	0	0	0	0	0	57
19:00	0	24	4	0	0	0	0	2	1	0	0	0	0	31
20:00	0	26	1	0	0	0	0	0	3	0	0	0	0	30
21:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	22	0	0	0	0	0	1	0	0	0	0	0	23
Total	3	1237	123	0	53	5	0	29	72	0	0	0	0	1522
Percent	0.2%	81.3%	8.1%	0.0%	3.5%	0.3%	0.0%	1.9%	4.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	09:00		10:00	08:00		07:00	07:00					07:00
Vol.	2	81	16		9	1		2	7					101
PM Peak		15:00	15:00		15:00	14:00		15:00	12:00					15:00
Vol.		191	19		8	2		6	12					233
Grand Total	3	1237	123	0	53	5	0	29	72	0	0	0	0	1522
Percent	0.2%	81.3%	8.1%	0.0%	3.5%	0.3%	0.0%	1.9%	4.7%	0.0%	0.0%	0.0%	0.0%	

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City of Fontana
Hemlock Avenue
S/ Santa Ana Avenue
24 Hour Directional Classification Count

FON003
Site Code: 051-221069

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	**1**	9	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
05:00	1	**38**	1	0	0	0	0	0	0	0	0	0	0	**40**
06:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
07:00	1	15	0	0	1	0	0	**1**	1	0	0	0	0	19
08:00	0	14	1	0	1	0	0	0	**5**	0	0	0	0	21
09:00	0	19	1	0	**3**	0	0	1	5	0	0	0	0	29
10:00	0	15	0	0	2	0	0	0	3	0	0	0	0	20
11:00	0	22	**2**	0	1	0	0	0	1	0	0	0	0	26
12 PM	0	15	3	0	2	0	0	0	3	0	0	0	0	23
13:00	0	21	2	0	2	**1**	0	1	4	0	0	0	0	31
14:00	0	37	2	0	1	1	0	**2**	3	0	0	0	0	46
15:00	0	**126**	**8**	**1**	**6**	0	0	2	**5**	0	0	0	0	**148**
16:00	1	41	6	0	2	1	0	0	3	0	0	0	0	54
17:00	0	19	0	0	0	0	0	0	2	0	0	0	0	21
18:00	**2**	12	0	0	0	0	0	0	0	0	0	0	0	14
19:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
20:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Total	6	463	26	1	21	3	0	7	37	0	0	0	0	564
Percent	1.1%	82.1%	4.6%	0.2%	3.7%	0.5%	0.0%	1.2%	6.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	05:00	11:00		09:00			07:00	08:00					05:00
Vol.	1	38	2		3			1	5					40
PM Peak	18:00	15:00	15:00	15:00	15:00	13:00		14:00	15:00					15:00
Vol.	2	126	8	1	6	1		2	5					148
Grand Total	6	463	26	1	21	3	0	7	37	0	0	0	0	564
Percent	1.1%	82.1%	4.6%	0.2%	3.7%	0.5%	0.0%	1.2%	6.6%	0.0%	0.0%	0.0%	0.0%	

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City of Fontana
Hemlock Avenue
S/ Santa Ana Avenue
24 Hour Directional Classification Count

FON003
Site Code: 051-221069

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	1	0	0	0	0	0	1	0	0	0	0	0	2
01:00	0	10	0	0	0	0	0	0	1	0	0	0	0	11
02:00	0	5	0	0	0	0	0	0	3	0	0	0	0	8
03:00	0	9	0	0	0	0	0	0	2	0	0	0	0	11
04:00	0	39	1	0	0	0	0	0	0	0	0	0	0	40
05:00	0	58	3	0	2	0	0	0	3	**1**	0	0	0	67
06:00	0	76	10	0	1	0	0	0	0	1	0	0	0	88
07:00	**1**	**82**	9	0	2	**1**	0	**2**	7	0	0	0	0	**104**
08:00	1	45	5	0	2	1	0	2	2	0	0	0	0	58
09:00	0	38	6	0	5	0	0	1	**8**	0	0	0	0	58
10:00	0	47	6	0	**7**	0	0	2	4	0	0	0	0	66
11:00	0	41	**17**	0	4	0	0	1	4	0	0	0	0	67
12 PM	0	48	8	0	**5**	0	0	2	**10**	0	0	0	0	73
13:00	0	60	12	0	2	**1**	0	**4**	3	0	0	0	0	82
14:00	0	68	**13**	0	3	1	0	0	2	0	0	0	0	87
15:00	0	**90**	11	0	3	0	0	4	3	0	0	0	0	**111**
16:00	0	47	10	0	2	0	0	4	2	0	0	0	0	65
17:00	0	35	5	**1**	1	0	0	0	4	0	0	0	0	46
18:00	**2**	51	0	0	0	0	0	1	4	0	0	0	0	58
19:00	0	19	0	0	0	0	0	2	0	0	0	0	0	21
20:00	0	24	0	0	0	0	0	0	2	0	0	0	0	26
21:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	11	0	0	0	0	0	1	0	0	0	0	0	12
Total	4	936	116	1	39	4	0	27	64	2	0	0	0	1193
Percent	0.3%	78.5%	9.7%	0.1%	3.3%	0.3%	0.0%	2.3%	5.4%	0.2%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	11:00		10:00	07:00		07:00	09:00	05:00				07:00
Vol.	1	82	17		7	1		2	8	1				104
PM Peak	18:00	15:00	14:00	17:00	12:00	13:00		13:00	12:00					15:00
Vol.	2	90	13	1	5	1		4	10					111
Grand Total	4	936	116	1	39	4	0	27	64	2	0	0	0	1193
Percent	0.3%	78.5%	9.7%	0.1%	3.3%	0.3%	0.0%	2.3%	5.4%	0.2%	0.0%	0.0%	0.0%	

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City of Fontana
Hemlock Avenue
S/ Santa Ana Avenue
24 Hour Directional Classification Count
Northbound, Southbound

FON003
Site Code: 051-221069

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	5	0	0	0	0	0	1	0	0	0	0	0	6
01:00	0	14	0	0	0	0	0	0	1	0	0	0	0	15
02:00	0	11	0	0	0	0	0	0	3	0	0	0	0	14
03:00	1	18	0	0	0	0	0	0	2	0	0	0	0	21
04:00	0	46	1	0	0	0	0	0	0	0	0	0	0	47
05:00	1	96	4	0	2	0	0	0	3	**1**	0	0	0	107
06:00	0	86	10	0	1	0	0	0	0	1	0	0	0	98
07:00	**2**	**97**	9	0	3	**1**	0	**3**	8	0	0	0	0	**123**
08:00	1	59	6	0	3	1	0	2	7	0	0	0	0	79
09:00	0	57	7	0	8	0	0	2	**13**	0	0	0	0	87
10:00	0	62	6	0	**9**	0	0	2	7	0	0	0	0	86
11:00	0	63	**19**	0	5	0	0	1	5	0	0	0	0	93
12 PM	0	63	11	0	7	0	0	2	**13**	0	0	0	0	96
13:00	0	81	14	0	4	**2**	0	5	7	0	0	0	0	113
14:00	0	105	15	0	4	2	0	2	5	0	0	0	0	133
15:00	0	**216**	**19**	**1**	**9**	0	0	**6**	8	0	0	0	0	**259**
16:00	1	88	16	0	4	1	0	4	5	0	0	0	0	119
17:00	0	54	5	1	1	0	0	0	6	0	0	0	0	67
18:00	**4**	63	0	0	0	0	0	1	4	0	0	0	0	72
19:00	0	24	0	0	0	0	0	2	1	0	0	0	0	27
20:00	0	27	0	0	0	0	0	0	3	0	0	0	0	30
21:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22
22:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
23:00	0	24	0	0	0	0	0	1	0	0	0	0	0	25
Total	10	1399	142	2	60	7	0	34	101	2	0	0	0	1757
Percent	0.6%	79.6%	8.1%	0.1%	3.4%	0.4%	0.0%	1.9%	5.7%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	11:00		10:00	07:00		07:00	09:00	05:00				07:00
Vol.	2	97	19		9	1		3	13	1				123
PM Peak	18:00	15:00	15:00	15:00	15:00	13:00		15:00	12:00					15:00
Vol.	4	216	19	1	9	2		6	13					259
Grand Total	10	1399	142	2	60	7	0	34	101	2	0	0	0	1757
Percent	0.6%	79.6%	8.1%	0.1%	3.4%	0.4%	0.0%	1.9%	5.7%	0.1%	0.0%	0.0%	0.0%	

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City of Fontana
Santa Ana Avenue
E/ Cherry Avenue
24 Hour Directional Classification Count

FON002
Site Code: 051-221069

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	32	5	0	6	**3**	0	6	**20**	0	1	0	0	73
01:00	0	50	11	**1**	4	1	0	5	12	0	2	0	0	86
02:00	0	77	**13**	0	**11**	2	0	12	8	0	**3**	0	0	126
03:00	0	**110**	12	0	2	3	0	8	9	0	0	0	0	**144**
04:00	0	79	10	0	6	2	0	**15**	6	0	0	0	0	118
05:00	0	50	1	0	3	0	0	4	10	0	0	0	0	68
06:00	0	24	1	0	2	0	0	3	4	0	1	0	0	35
07:00	0	10	2	0	0	1	0	9	3	0	0	0	0	25
08:00	0	12	0	0	0	0	0	4	0	0	0	**1**	0	17
09:00	0	13	1	0	0	0	0	3	1	0	0	1	0	19
10:00	0	6	1	0	0	0	0	1	3	0	1	0	0	12
11:00	0	21	0	0	0	0	0	1	2	0	0	0	0	24
12 PM	0	20	1	0	0	0	0	0	2	0	2	**1**	0	26
13:00	0	8	0	0	0	0	0	0	1	0	1	0	0	10
14:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
15:00	0	17	2	0	0	0	0	0	3	0	1	1	0	24
16:00	0	49	6	0	0	0	0	0	3	0	1	0	0	59
17:00	0	49	7	0	1	0	0	1	1	0	2	0	0	61
18:00	0	48	5	0	0	1	**1**	**9**	5	0	2	0	0	71
19:00	0	45	**10**	0	3	0	0	4	10	0	1	0	0	73
20:00	0	**64**	9	**1**	4	1	0	5	16	0	2	0	0	**102**
21:00	0	25	4	0	6	**2**	0	4	17	0	**3**	0	0	61
22:00	0	20	5	1	6	1	1	3	14	0	2	0	0	53
23:00	0	30	7	0	**9**	0	0	4	**19**	0	0	0	0	69
Total	0	869	113	3	63	17	2	101	169	0	25	4	0	1366
Percent	0.0%	63.6%	8.3%	0.2%	4.6%	1.2%	0.1%	7.4%	12.4%	0.0%	1.8%	0.3%	0.0%	
AM Peak		03:00	02:00	01:00	02:00	00:00		04:00	00:00		02:00	08:00		03:00
Vol.		110	13	1	11	3		15	20		3	1		144
PM Peak		20:00	19:00	20:00	23:00	21:00	18:00	18:00	23:00		21:00	12:00		20:00
Vol.		64	10	1	9	2	1	9	19		3	1		102
Grand Total	0	869	113	3	63	17	2	101	169	0	25	4	0	1366
Percent	0.0%	63.6%	8.3%	0.2%	4.6%	1.2%	0.1%	7.4%	12.4%	0.0%	1.8%	0.3%	0.0%	

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City of Fontana
Santa Ana Avenue
E/ Cherry Avenue
24 Hour Directional Classification Count

FON002
Site Code: 051-221069

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	13	2	0	0	0	0	0	0	0	2	0	0	17
01:00	0	8	1	0	0	0	0	0	1	0	0	**2**	0	12
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	1	0	0	0	0	1	0	0	**5**	0	0	7
04:00	**1**	12	2	0	0	0	0	2	5	0	1	0	0	23
05:00	0	12	0	0	2	0	0	1	1	0	1	0	0	17
06:00	0	24	8	0	1	2	0	1	5	0	0	0	0	41
07:00	0	**47**	6	0	**9**	2	0	3	6	0	1	0	0	**74**
08:00	0	38	**9**	0	1	3	0	**5**	11	0	0	0	0	67
09:00	0	19	7	0	0	**4**	0	0	2	0	0	0	0	32
10:00	0	23	8	0	4	0	0	4	**18**	0	0	0	0	57
11:00	0	36	7	0	7	0	0	4	13	0	1	0	0	68
12 PM	0	31	**14**	0	3	0	0	1	6	0	0	0	0	55
13:00	0	46	3	0	4	1	0	3	**11**	0	0	0	0	68
14:00	0	46	9	0	**5**	**3**	0	**5**	8	0	2	0	0	**78**
15:00	0	**49**	7	0	4	0	0	4	8	0	0	0	0	72
16:00	0	48	5	0	3	1	0	2	6	0	0	0	0	65
17:00	0	43	1	0	0	0	0	2	3	0	0	0	0	49
18:00	0	21	5	0	0	0	0	0	5	0	0	0	0	31
19:00	0	15	3	0	0	0	0	1	0	0	0	0	0	19
20:00	0	15	0	0	1	0	0	2	0	0	1	0	0	19
21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	16	1	0	0	0	0	0	1	0	**4**	0	0	22
23:00	0	20	0	0	0	0	0	2	1	0	2	0	0	25
Total	1	593	99	0	44	16	0	43	111	0	20	2	0	929
Percent	0.1%	63.8%	10.7%	0.0%	4.7%	1.7%	0.0%	4.6%	11.9%	0.0%	2.2%	0.2%	0.0%	
AM Peak	04:00	07:00	08:00		07:00	09:00		08:00	10:00		03:00	01:00		07:00
Vol.	1	47	9		9	4		5	18		5	2		74
PM Peak		15:00	12:00		14:00	14:00		14:00	13:00		22:00			14:00
Vol.		49	14		5	3		5	11		4			78
Grand Total	1	593	99	0	44	16	0	43	111	0	20	2	0	929
Percent	0.1%	63.8%	10.7%	0.0%	4.7%	1.7%	0.0%	4.6%	11.9%	0.0%	2.2%	0.2%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fontana
Santa Ana Avenue
E/ Cherry Avenue
24 Hour Directional Classification Count

FON002
Site Code: 051-221069

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	45	7	0	6	3	0	6	20	0	3	0	0	90
01:00	0	58	12	**1**	4	1	0	5	13	0	2	**2**	0	98
02:00	0	80	**13**	0	**11**	2	0	12	8	0	3	0	0	129
03:00	0	**110**	13	0	2	3	0	9	9	0	**5**	0	0	**151**
04:00	**1**	91	12	0	6	2	0	**17**	11	0	1	0	0	141
05:00	0	62	1	0	5	0	0	5	11	0	1	0	0	85
06:00	0	48	9	0	3	2	0	4	9	0	1	0	0	76
07:00	0	57	8	0	9	3	0	12	9	0	1	0	0	99
08:00	0	50	9	0	1	3	0	9	11	0	0	1	0	84
09:00	0	32	8	0	0	**4**	0	3	3	0	0	1	0	51
10:00	0	29	9	0	4	0	0	5	**21**	0	1	0	0	69
11:00	0	57	7	0	7	0	0	5	15	0	1	0	0	92
12 PM	0	51	**15**	0	3	0	0	1	8	0	2	**1**	0	81
13:00	0	54	3	0	4	1	0	3	12	0	1	0	0	78
14:00	0	56	9	0	5	**3**	0	5	8	0	2	0	0	88
15:00	0	66	9	0	4	0	0	4	11	0	1	1	0	96
16:00	0	**97**	11	0	3	1	0	2	9	0	1	0	0	**124**
17:00	0	92	8	0	1	0	0	3	4	0	2	0	0	110
18:00	0	69	10	0	0	1	**1**	**9**	10	0	2	0	0	102
19:00	0	60	13	0	3	0	0	5	10	0	1	0	0	92
20:00	0	79	9	**1**	5	1	0	7	16	0	3	0	0	121
21:00	0	33	4	0	6	2	0	4	17	0	3	0	0	69
22:00	0	36	6	1	6	1	1	3	15	0	**6**	0	0	75
23:00	0	50	7	0	**9**	0	0	6	**20**	0	2	0	0	94
Total	1	1462	212	3	107	33	2	144	280	0	45	6	0	2295
Percent	0.0%	63.7%	9.2%	0.1%	4.7%	1.4%	0.1%	6.3%	12.2%	0.0%	2.0%	0.3%	0.0%	
AM Peak	04:00	03:00	02:00	01:00	02:00	09:00		04:00	10:00		03:00	01:00		03:00
Vol.	1	110	13	1	11	4		17	21		5	2		151
PM Peak		16:00	12:00	20:00	23:00	14:00	18:00	18:00	23:00		22:00	12:00		16:00
Vol.		97	15	1	9	3	1	9	20		6	1		124
Grand Total	1	1462	212	3	107	33	2	144	280	0	45	6	0	2295
Percent	0.0%	63.7%	9.2%	0.1%	4.7%	1.4%	0.1%	6.3%	12.2%	0.0%	2.0%	0.3%	0.0%	

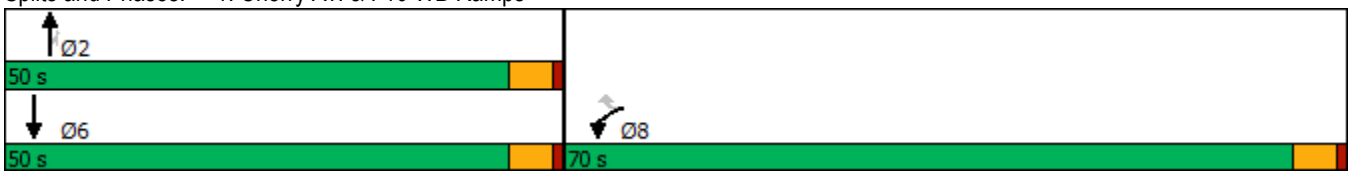
APPENDIX 3.2: EXISTING (2022) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	606	716	1177	480	1951
Future Volume (vph)	606	716	1177	480	1951
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		2	
Detector Phase	8	8	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6
Total Split (s)	70.0	70.0	50.0	50.0	50.0
Total Split (%)	58.3%	58.3%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	57.3	57.3	41.8	41.8	41.8
Actuated g/C Ratio	0.52	0.52	0.38	0.38	0.38
v/c Ratio	0.36	0.93	0.65	0.61	0.86
Control Delay	16.0	42.3	30.5	10.1	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	42.3	30.5	10.1	36.1
LOS	B	D	C	B	D
Approach Delay	30.2		24.6		36.1
Approach LOS	C		C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Cherry Av. & I-10 WB Ramps





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	606	716	1177	480	0	1951
Future Volume (veh/h)	606	716	1177	480	0	1951
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900
Adj Flow Rate, veh/h	666	650	1293	0	0	2144
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1542	707	2271		0	2862
Arrive On Green	0.44	0.44	0.44	0.00	0.00	0.44
Sat Flow, veh/h	3510	1610	5358	1610	0	7068
Grp Volume(v), veh/h	666	650	1293	0	0	2144
Grp Sat Flow(s),veh/h/ln	1755	1610	1729	1610	0	1634
Q Serve(g_s), s	10.7	30.9	15.2	0.0	0.0	22.3
Cycle Q Clear(g_c), s	10.7	30.9	15.2	0.0	0.0	22.3
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	1542	707	2271		0	2862
V/C Ratio(X)	0.43	0.92	0.57		0.00	0.75
Avail Cap(c_a), veh/h	2806	1287	2870		0	3617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	21.4	17.1	0.0	0.0	19.1
Incr Delay (d2), s/veh	0.1	2.4	0.1	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	11.1	5.3	0.0	0.0	7.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	23.9	17.2	0.0	0.0	19.6
LnGrp LOS	B	C	B		A	B
Approach Vol, veh/h	1316		1293			2144
Approach Delay, s/veh	19.8		17.2			19.6
Approach LOS	B		B			B

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	40.6			40.6	40.7
Change Period (Y+Rc), s	5.0			5.0	5.0
Max Green Setting (Gmax), s	45.0			45.0	65.0
Max Q Clear Time (g_c+I1), s	17.2			24.3	32.9
Green Ext Time (p_c), s	6.3			11.3	2.8

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	576	9	676	1080	592	508	1551
Future Volume (vph)	576	9	676	1080	592	508	1551
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	25.0	9.0	10.0
Total Split (s)	47.0	47.0	47.0	47.0	47.0	26.0	73.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	21.7%	60.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	33.3	33.3	33.3	32.4	32.4	19.2	55.8
Actuated g/C Ratio	0.33	0.33	0.33	0.32	0.32	0.19	0.56
v/c Ratio	0.81	0.84	0.79	0.68	0.82	0.80	0.57
Control Delay	44.2	46.5	38.6	32.1	23.7	50.6	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	46.5	38.6	32.1	23.7	50.6	15.5
LOS	D	D	D	C	C	D	B
Approach Delay		43.2		29.1			24.1
Approach LOS		D		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 30.6	Intersection LOS: C
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Cherry Av. & I-10 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	576	9	676	0	0	0	0	1080	592	508	1551	0
Future Volume (veh/h)	576	9	676	0	0	0	0	1080	592	508	1551	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	822	0	428				0	1149	597	540	1650	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1070	0	476				0	2047	636	612	3152	0
Arrive On Green	0.30	0.00	0.30				0.00	0.39	0.39	0.17	0.61	0.00
Sat Flow, veh/h	3619	0	1610				0	5358	1610	3510	5358	0
Grp Volume(v), veh/h	822	0	428				0	1149	597	540	1650	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1610	1755	1729	0
Q Serve(g_s), s	21.4	0.0	26.4				0.0	17.8	36.9	15.5	19.0	0.0
Cycle Q Clear(g_c), s	21.4	0.0	26.4				0.0	17.8	36.9	15.5	19.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1070	0	476				0	2047	636	612	3152	0
V/C Ratio(X)	0.77	0.00	0.90				0.00	0.56	0.94	0.88	0.52	0.00
Avail Cap(c_a), veh/h	1468	0	653				0	2104	653	746	3406	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.2	0.0	35.0				0.0	24.4	30.2	41.7	11.7	0.0
Incr Delay (d2), s/veh	1.1	0.0	10.1				0.0	0.2	20.9	9.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	11.1				0.0	6.8	16.8	7.2	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	45.1				0.0	24.6	51.1	50.9	11.7	0.0
LnGrp LOS	C	A	D				A	C	D	D	B	A
Approach Vol, veh/h		1250						1746			2190	
Approach Delay, s/veh		38.0						33.6			21.4	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	22.1	45.9		35.6		67.9
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	22.0	42.0		42.0		68.0
Max Q Clear Time (g_c+I1), s	17.5	38.9		28.4		21.0
Green Ext Time (p_c), s	0.5	1.9		2.2		9.8

Intersection Summary		
HCM 6th Ctrl Delay		29.5
HCM 6th LOS		C

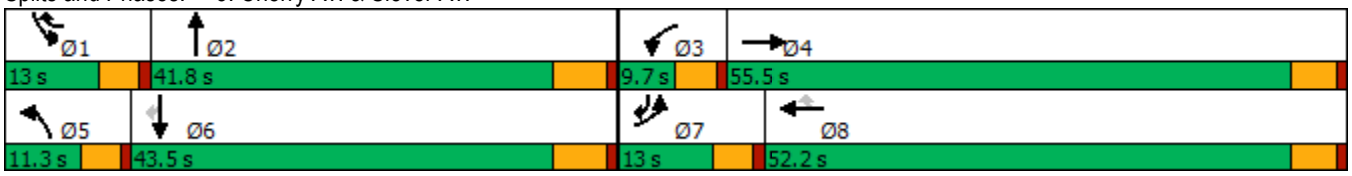
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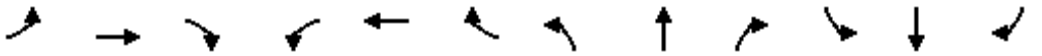
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	404	206	51	262	292	38	1004	446	1031	750
Future Volume (vph)	404	206	51	262	292	38	1004	446	1031	750
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	13.0	55.5	9.7	52.2	13.0	11.3	41.8	13.0	43.5	13.0
Total Split (%)	10.8%	46.3%	8.1%	43.5%	10.8%	9.4%	34.8%	10.8%	36.3%	10.8%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	8.9	24.3	5.4	16.1	30.5	6.2	23.7	8.9	31.1	46.1
Actuated g/C Ratio	0.11	0.31	0.07	0.20	0.39	0.08	0.30	0.11	0.39	0.58
v/c Ratio	1.04	0.22	0.22	0.36	0.44	0.27	0.69	1.15	0.51	0.67
Control Delay	93.4	20.3	43.6	27.4	15.7	45.8	27.6	127.2	21.8	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.4	20.3	43.6	27.4	15.7	45.8	27.6	127.2	21.8	9.9
LOS	F	C	D	C	B	D	C	F	C	A
Approach Delay		66.3		23.1			28.2		38.9	
Approach LOS		E		C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	206	32	51	262	292	38	1004	51	446	1031	750
Future Volume (veh/h)	404	206	32	51	262	292	38	1004	51	446	1031	750
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	408	208	26	52	265	203	38	1014	52	451	1041	534
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	728	90	152	579	432	65	1583	80	341	2263	876
Arrive On Green	0.12	0.24	0.24	0.05	0.16	0.16	0.04	0.31	0.31	0.12	0.39	0.39
Sat Flow, veh/h	3510	3234	399	3510	3610	1610	1810	5053	259	3510	5187	1610
Grp Volume(v), veh/h	408	115	119	52	265	203	38	694	372	451	1041	534
Grp Sat Flow(s),veh/h/ln	1755	1805	1828	1755	1805	1610	1810	1729	1853	1755	1729	1610
Q Serve(g_s), s	8.2	3.7	3.7	1.0	4.7	7.3	1.5	12.2	12.2	8.4	10.7	17.1
Cycle Q Clear(g_c), s	8.2	3.7	3.7	1.0	4.7	7.3	1.5	12.2	12.2	8.4	10.7	17.1
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	341	406	412	152	579	432	65	1082	580	341	2263	876
V/C Ratio(X)	1.20	0.28	0.29	0.34	0.46	0.47	0.59	0.64	0.64	1.32	0.46	0.61
Avail Cap(c_a), veh/h	418	1288	1304	254	2407	1265	172	1766	946	418	2774	1053
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	25.3	25.4	36.6	30.0	24.2	37.4	21.0	21.0	39.1	15.5	12.1
Incr Delay (d2), s/veh	113.2	0.4	0.4	0.5	0.6	0.8	3.1	0.6	1.2	165.1	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	1.7	1.7	0.5	2.2	3.0	0.7	4.6	5.0	11.2	3.8	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	152.3	25.7	25.7	37.1	30.5	25.0	40.5	21.8	22.4	204.2	15.6	12.8
LnGrp LOS	F	C	C	D	C	C	D	C	C	F	B	B
Approach Vol, veh/h		642			520			1104			2026	
Approach Delay, s/veh		106.2			29.0			22.7			56.9	
Approach LOS		F			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	27.7	7.8	22.0	7.2	33.5	13.0	16.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	8.4	36.0	5.1	50.3	6.7	37.7	8.4	47.0
Max Q Clear Time (g_c+I1), s	10.4	14.2	3.0	5.7	3.5	19.1	10.2	9.3
Green Ext Time (p_c), s	0.0	6.7	0.0	1.2	0.0	8.6	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	509	54	7	620	8	9	2	28	1	1	28
Future Vol, veh/h	42	509	54	7	620	8	9	2	28	1	1	28
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	47	566	60	8	689	9	10	2	31	1	1	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	699	0	0	626	0	0	1051	1405	313	1089	1431	350
Stage 1	-	-	-	-	-	-	690	690	-	711	711	-
Stage 2	-	-	-	-	-	-	361	715	-	378	720	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	907	-	-	965	-	-	184	141	689	172	136	652
Stage 1	-	-	-	-	-	-	406	449	-	395	439	-
Stage 2	-	-	-	-	-	-	636	438	-	621	435	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	906	-	-	965	-	-	167	132	689	155	128	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	245	-	270	250	-
Stage 1	-	-	-	-	-	-	385	426	-	374	435	-
Stage 2	-	-	-	-	-	-	599	434	-	559	412	-

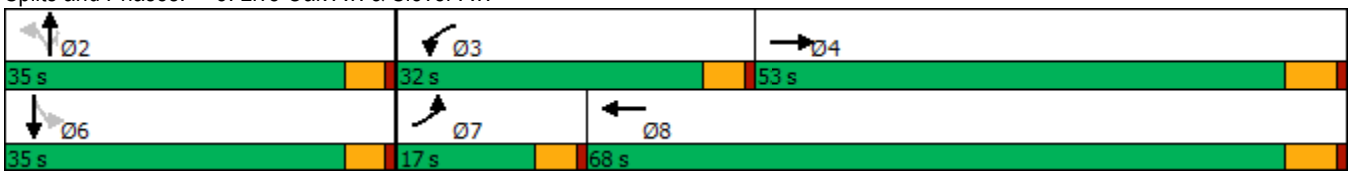
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	13.2	11.4
HCM LOS			B	B

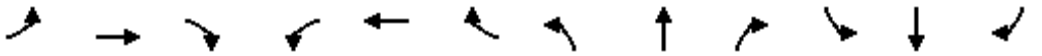
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	481	906	-	-	965	-	-	592
HCM Lane V/C Ratio	0.09	0.052	-	-	0.008	-	-	0.056
HCM Control Delay (s)	13.2	9.2	-	-	8.8	-	-	11.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	8	413	91	595	54	4	81	21	2
Future Volume (vph)	8	413	91	595	54	4	81	21	2
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	22.8	14.7	14.7	14.7	27.7	27.7
Total Split (s)	17.0	53.0	32.0	68.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	14.2%	44.2%	26.7%	56.7%	29.2%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8		4.7	4.7		4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	5.4	19.2	7.5	27.3		12.4	12.4		12.4
Actuated g/C Ratio	0.12	0.42	0.16	0.59		0.27	0.27		0.27
v/c Ratio	0.04	0.32	0.33	0.32		0.17	0.17		0.09
Control Delay	24.9	15.1	23.9	9.1		16.5	3.9		12.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	24.9	15.1	23.9	9.1		16.5	3.9		12.3
LOS	C	B	C	A		B	A		B
Approach Delay		15.3		10.9		9.1			12.3
Approach LOS		B		B		A			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 46.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 43.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Live Oak Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	413	26	91	595	41	54	4	81	21	2	12
Future Volume (veh/h)	8	413	26	91	595	41	54	4	81	21	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	444	24	98	640	44	58	4	35	23	2	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	994	54	158	1235	85	474	27	326	357	47	64
Arrive On Green	0.01	0.29	0.29	0.09	0.36	0.36	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3479	188	1810	3421	235	1373	131	1610	903	232	318
Grp Volume(v), veh/h	9	230	238	98	337	347	62	0	35	32	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1861	1810	1805	1851	1504	0	1610	1453	0	0
Q Serve(g_s), s	0.2	3.7	3.7	1.9	5.2	5.2	0.0	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.7	3.7	1.9	5.2	5.2	1.0	0.0	0.6	1.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.13	0.94		1.00	0.72		0.22
Lane Grp Cap(c), veh/h	22	516	532	158	652	668	500	0	326	468	0	0
V/C Ratio(X)	0.42	0.45	0.45	0.62	0.52	0.52	0.12	0.00	0.11	0.07	0.00	0.00
Avail Cap(c_a), veh/h	631	2395	2470	1394	3156	3236	1443	0	1372	1415	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.4	10.4	10.4	15.7	8.9	8.9	11.7	0.0	11.6	11.5	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.6	0.6	1.5	0.6	0.6	0.1	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.0	0.6	1.3	1.3	0.3	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	11.0	11.0	17.2	9.6	9.6	11.8	0.0	11.7	11.6	0.0	0.0
LnGrp LOS	C	B	B	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		477			782			97			32	
Approach Delay, s/veh		11.2			10.5			11.8			11.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.9	7.7	16.0		11.9	5.0	18.6				
Change Period (Y+Rc), s		* 4.7	4.6	5.8		* 4.7	4.6	5.8				
Max Green Setting (Gmax), s		* 30	27.4	47.2		* 30	12.4	62.2				
Max Q Clear Time (g_c+I1), s		3.0	3.9	5.7		3.0	2.2	7.2				
Green Ext Time (p_c), s		0.4	0.1	2.6		0.1	0.0	4.2				

Intersection Summary		
HCM 6th Ctrl Delay		10.9
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	582	59	32	536	9	47	0	13	4	1	18
Future Vol, veh/h	31	582	59	32	536	9	47	0	13	4	1	18
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	626	63	34	576	10	51	0	14	4	1	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	689	0	0	1084	1380	345	1030	1406	298
Stage 1	-	-	-	-	-	-	724	724	-	651	651	-
Stage 2	-	-	-	-	-	-	360	656	-	379	755	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	997	-	-	915	-	-	174	146	657	190	140	704
Stage 1	-	-	-	-	-	-	388	433	-	429	468	-
Stage 2	-	-	-	-	-	-	636	465	-	620	420	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	995	-	-	915	-	-	159	136	657	176	130	701
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	252	-	294	244	-
Stage 1	-	-	-	-	-	-	375	419	-	414	450	-
Stage 2	-	-	-	-	-	-	592	447	-	587	406	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.5	19.5	12.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	313	995	-	-	915	-	-	530
HCM Lane V/C Ratio	0.206	0.034	-	-	0.038	-	-	0.047
HCM Control Delay (s)	19.5	8.7	-	-	9.1	-	-	12.1
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	7	5	42	8	53	0	21	15	17	37	15
Future Vol, veh/h	13	7	5	42	8	53	0	21	15	17	37	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	7	5	44	8	56	0	22	16	18	39	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	12	0	0	150	190	6	167	164	32
Stage 1	-	-	-	-	-	-	38	38	-	124	124	-
Stage 2	-	-	-	-	-	-	112	152	-	43	40	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1551	-	-	1620	-	-	809	708	1081	787	732	1041
Stage 1	-	-	-	-	-	-	978	867	-	873	797	-
Stage 2	-	-	-	-	-	-	887	775	-	972	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1551	-	-	1620	-	-	742	682	1081	735	705	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	682	-	735	705	-
Stage 1	-	-	-	-	-	-	969	859	-	865	775	-
Stage 2	-	-	-	-	-	-	806	753	-	925	858	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	3	9.7	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	806	1551	-	-	1620	-	-	766
HCM Lane V/C Ratio	0.047	0.009	-	-	0.027	-	-	0.095
HCM Control Delay (s)	9.7	7.3	0	-	7.3	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	39	11	52	83	34	22	151	51	33	81	8
Future Vol, veh/h	16	39	11	52	83	34	22	151	51	33	81	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	47	13	63	100	41	27	182	61	40	98	10
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9	9.6	9.4	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	23%	0%	45%	0%	56%	0%	45%	0%
Vol Thru, %	77%	60%	55%	64%	44%	55%	55%	84%
Vol Right, %	0%	40%	0%	36%	0%	45%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	127	36	31	94	76	74	49
LT Vol	22	0	16	0	52	0	33	0
Through Vol	76	76	20	20	42	42	41	41
RT Vol	0	51	0	11	0	34	0	8
Lane Flow Rate	117	152	43	37	113	91	89	58
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.181	0.218	0.072	0.057	0.185	0.134	0.142	0.088
Departure Headway (Hd)	5.537	5.139	6.026	5.543	5.917	5.319	5.778	5.435
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	644	693	589	639	602	668	615	653
Service Time	3.311	2.913	3.824	3.341	3.7	3.101	3.565	3.222
HCM Lane V/C Ratio	0.182	0.219	0.073	0.058	0.188	0.136	0.145	0.089
HCM Control Delay	9.5	9.4	9.3	8.7	10.1	8.9	9.5	8.8
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.7	0.8	0.2	0.2	0.7	0.5	0.5	0.3

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	67	18	16	138	6	14	23	7	22	51	16
Future Vol, veh/h	26	67	18	16	138	6	14	23	7	22	51	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	72	19	17	148	6	15	25	8	24	55	17
Number of Lanes	0	2	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	8.2	8.5	8.3	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	44%	0%	19%	0%	100%	0%
Vol Thru, %	0%	77%	56%	65%	81%	92%	0%	76%
Vol Right, %	0%	23%	0%	35%	0%	8%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	30	60	52	85	75	22	67
LT Vol	14	0	26	0	16	0	22	0
Through Vol	0	23	34	34	69	69	0	51
RT Vol	0	7	0	18	0	6	0	16
Lane Flow Rate	15	32	64	55	91	81	24	72
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.024	0.046	0.093	0.074	0.129	0.11	0.038	0.102
Departure Headway (Hd)	5.819	5.151	5.253	4.788	5.08	4.929	5.765	5.094
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	616	695	683	749	707	728	622	704
Service Time	3.551	2.884	2.979	2.514	2.803	2.652	3.494	2.823
HCM Lane V/C Ratio	0.024	0.046	0.094	0.073	0.129	0.111	0.039	0.102
HCM Control Delay	8.7	8.1	8.5	7.9	8.6	8.3	8.7	8.4
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.2	0.4	0.4	0.1	0.3

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	52	39	64	105	5	22	80	54	9	94	6
Future Vol, veh/h	5	52	39	64	105	5	22	80	54	9	94	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	59	44	73	119	6	25	91	61	10	107	7
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	8.5	9.5	8.9	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	35%	0%	16%	0%	55%	0%	16%	0%
Vol Thru, %	65%	43%	84%	40%	45%	91%	84%	89%
Vol Right, %	0%	57%	0%	60%	0%	9%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	94	31	65	117	58	56	53
LT Vol	22	0	5	0	64	0	9	0
Through Vol	40	40	26	26	53	53	47	47
RT Vol	0	54	0	39	0	5	0	6
Lane Flow Rate	70	107	35	74	132	65	64	60
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.11	0.149	0.055	0.104	0.208	0.096	0.098	0.09
Departure Headway (Hd)	5.612	5.028	5.572	5.068	5.653	5.315	5.569	5.408
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	636	709	639	702	631	671	640	658
Service Time	3.372	2.788	3.34	2.835	3.413	3.075	3.335	3.174
HCM Lane V/C Ratio	0.11	0.151	0.055	0.105	0.209	0.097	0.1	0.091
HCM Control Delay	9.1	8.7	8.7	8.4	9.9	8.6	8.9	8.7
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.5	0.2	0.3	0.8	0.3	0.3	0.3

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	93	0	12	163	8	4	9	16	5	23	10
Future Vol, veh/h	9	93	0	12	163	8	4	9	16	5	23	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	101	0	13	177	9	4	10	17	5	25	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	101	0	0	248	333	51	284	329	93
Stage 1	-	-	-	-	-	-	121	121	-	208	208	-
Stage 2	-	-	-	-	-	-	127	212	-	76	121	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1401	-	-	1504	-	-	690	590	1013	651	593	952
Stage 1	-	-	-	-	-	-	876	800	-	780	734	-
Stage 2	-	-	-	-	-	-	869	731	-	930	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1401	-	-	1504	-	-	651	579	1013	623	582	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	651	579	-	623	582	-
Stage 1	-	-	-	-	-	-	869	794	-	774	727	-
Stage 2	-	-	-	-	-	-	821	724	-	896	794	-

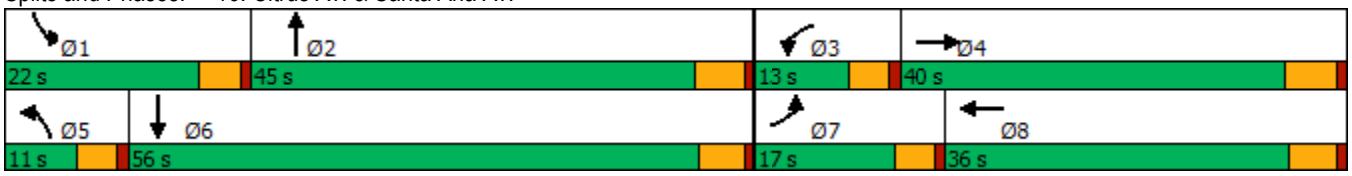
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	9.8	10.9
HCM LOS			A	B

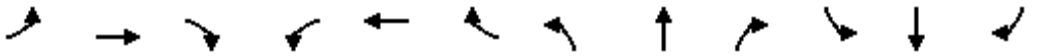
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	774	1401	-	-	1504	-	-	655
HCM Lane V/C Ratio	0.041	0.007	-	-	0.009	-	-	0.063
HCM Control Delay (s)	9.8	7.6	0	-	7.4	0	-	10.9
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	52	44	28	108	7	428	89	289
Future Volume (vph)	52	44	28	108	7	428	89	289
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.8	9.6	34.4	9.6	34.4	9.6	34.0
Total Split (s)	17.0	40.0	13.0	36.0	11.0	45.0	22.0	56.0
Total Split (%)	14.2%	33.3%	10.8%	30.0%	9.2%	37.5%	18.3%	46.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	4.4	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	5.4	4.6	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.3	12.9	6.5	10.6	5.9	18.2	8.6	28.0
Actuated g/C Ratio	0.13	0.22	0.11	0.18	0.10	0.31	0.15	0.48
v/c Ratio	0.24	0.08	0.15	0.29	0.04	0.44	0.36	0.22
Control Delay	34.0	18.2	35.2	15.6	36.4	21.1	33.1	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	18.2	35.2	15.6	36.4	21.1	33.1	11.6
LOS	C	B	D	B	D	C	C	B
Approach Delay		25.8		18.2		21.3		15.9
Approach LOS		C		B		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 58.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Citrus Av. & Santa Ana Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	44	11	28	108	80	7	428	37	89	289	68
Future Volume (veh/h)	52	44	11	28	108	80	7	428	37	89	289	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	47	11	30	115	40	7	455	33	95	307	60
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	412	93	64	318	106	17	864	62	145	978	189
Arrive On Green	0.06	0.14	0.14	0.04	0.12	0.12	0.01	0.25	0.25	0.08	0.32	0.32
Sat Flow, veh/h	1810	2923	660	1810	2658	887	1810	3408	246	1810	3017	582
Grp Volume(v), veh/h	55	28	30	30	77	78	7	240	248	95	182	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1778	1810	1805	1740	1810	1805	1849	1810	1805	1795
Q Serve(g_s), s	1.2	0.6	0.6	0.7	1.6	1.7	0.2	4.8	4.8	2.1	3.2	3.2
Cycle Q Clear(g_c), s	1.2	0.6	0.6	0.7	1.6	1.7	0.2	4.8	4.8	2.1	3.2	3.2
Prop In Lane	1.00		0.37	1.00		0.51	1.00		0.13	1.00		0.32
Lane Grp Cap(c), veh/h	102	255	251	64	216	208	17	458	469	145	585	582
V/C Ratio(X)	0.54	0.11	0.12	0.47	0.35	0.38	0.41	0.53	0.53	0.66	0.31	0.32
Avail Cap(c_a), veh/h	539	1483	1461	365	1327	1280	278	1717	1760	757	2212	2199
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	15.6	15.6	19.7	16.8	16.9	20.5	13.4	13.4	18.6	10.6	10.6
Incr Delay (d2), s/veh	1.6	0.2	0.2	2.0	1.0	1.1	5.9	0.9	0.9	1.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.2	0.3	0.6	0.6	0.1	1.6	1.6	0.8	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	15.8	15.8	21.7	17.8	18.0	26.4	14.3	14.3	20.5	10.9	10.9
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		113			185			495			462	
Approach Delay, s/veh		18.2			18.5			14.5			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	15.9	6.1	11.7	5.0	18.9	7.0	10.8
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	* 5.8
Max Green Setting (Gmax), s	17.4	39.6	8.4	34.2	6.4	* 51	12.4	* 31
Max Q Clear Time (g_c+I1), s	4.1	6.8	2.7	2.6	2.2	5.2	3.2	3.7
Green Ext Time (p_c), s	0.1	2.9	0.0	0.2	0.0	2.2	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

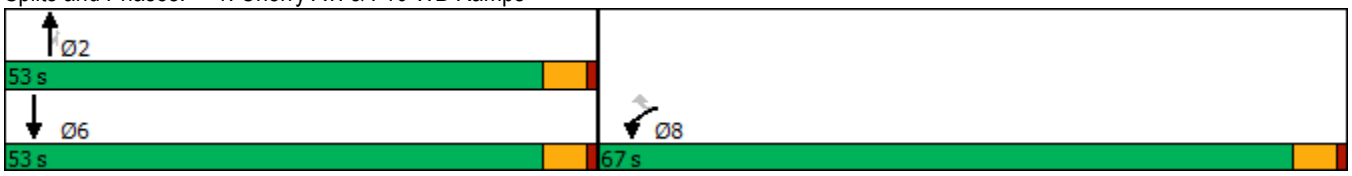
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	523	544	1331	329	1811
Future Volume (vph)	523	544	1331	329	1811
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		2	
Detector Phase	8	8	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6
Total Split (s)	67.0	67.0	53.0	53.0	53.0
Total Split (%)	55.8%	55.8%	44.2%	44.2%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	34.2	34.2	32.3	32.3	32.3
Actuated g/C Ratio	0.44	0.44	0.42	0.42	0.42
v/c Ratio	0.35	0.78	0.63	0.41	0.68
Control Delay	15.2	27.5	20.4	6.8	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	27.5	20.4	6.8	20.8
LOS	B	C	C	A	C
Approach Delay	21.5		17.7		20.8
Approach LOS	C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Cherry Av. & I-10 WB Ramps





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	523	544	1331	329	0	1811
Future Volume (veh/h)	523	544	1331	329	0	1811
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900
Adj Flow Rate, veh/h	539	527	1372	0	0	1867
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1320	605	2336		0	2944
Arrive On Green	0.38	0.38	0.45	0.00	0.00	0.45
Sat Flow, veh/h	3510	1610	5358	1610	0	7068
Grp Volume(v), veh/h	539	527	1372	0	0	1867
Grp Sat Flow(s),veh/h/ln	1755	1610	1729	1610	0	1634
Q Serve(g_s), s	6.5	17.5	11.4	0.0	0.0	12.7
Cycle Q Clear(g_c), s	6.5	17.5	11.4	0.0	0.0	12.7
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	1320	605	2336		0	2944
V/C Ratio(X)	0.41	0.87	0.59		0.00	0.63
Avail Cap(c_a), veh/h	3777	1733	4321		0	5445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	16.7	11.8	0.0	0.0	12.2
Incr Delay (d2), s/veh	0.1	1.6	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.8	3.3	0.0	0.0	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	18.2	11.9	0.0	0.0	12.3
LnGrp LOS	B	B	B		A	B
Approach Vol, veh/h	1066		1372			1867
Approach Delay, s/veh	15.8		11.9			12.3
Approach LOS	B		B			B

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	31.0			31.0	26.7
Change Period (Y+Rc), s	5.0			5.0	5.0
Max Green Setting (Gmax), s	48.0			48.0	62.0
Max Q Clear Time (g_c+I1), s	13.4			14.7	19.5
Green Ext Time (p_c), s	7.1			11.3	2.2

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	476	50	499	1184	440	636	1309
Future Volume (vph)	476	50	499	1184	440	636	1309
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	25.0	9.0	10.0
Total Split (s)	42.0	42.0	42.0	45.0	45.0	33.0	78.0
Total Split (%)	35.0%	35.0%	35.0%	37.5%	37.5%	27.5%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	26.5	26.5	26.5	31.5	31.5	22.8	58.6
Actuated g/C Ratio	0.28	0.28	0.28	0.33	0.33	0.24	0.61
v/c Ratio	0.77	0.78	0.73	0.72	0.66	0.79	0.43
Control Delay	45.4	41.7	37.4	32.2	19.3	44.1	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	41.7	37.4	32.2	19.3	44.1	10.7
LOS	D	D	D	C	B	D	B
Approach Delay		41.6		28.7			21.6
Approach LOS		D		C			C

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 95.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 28.6 — Intersection LOS: C
Intersection Capacity Utilization 76.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Cherry Av. & I-10 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	476	50	499	0	0	0	0	1184	440	636	1309	0
Future Volume (veh/h)	476	50	499	0	0	0	0	1184	440	636	1309	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	655	0	313				0	1233	437	662	1364	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	850	0	378				0	1836	570	782	3270	0
Arrive On Green	0.23	0.00	0.23				0.00	0.35	0.35	0.22	0.63	0.00
Sat Flow, veh/h	3619	0	1610				0	5358	1610	3510	5358	0
Grp Volume(v), veh/h	655	0	313				0	1233	437	662	1364	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1610	1755	1729	0
Q Serve(g_s), s	12.6	0.0	13.7				0.0	15.0	17.9	13.4	9.8	0.0
Cycle Q Clear(g_c), s	12.6	0.0	13.7				0.0	15.0	17.9	13.4	9.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	850	0	378				0	1836	570	782	3270	0
V/C Ratio(X)	0.77	0.00	0.83				0.00	0.67	0.77	0.85	0.42	0.00
Avail Cap(c_a), veh/h	1803	0	802				0	2793	867	1371	5098	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.5	0.0	27.0				0.0	20.3	21.3	27.7	6.9	0.0
Incr Delay (d2), s/veh	0.6	0.0	1.8				0.0	0.2	0.9	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	4.9				0.0	5.3	6.0	5.2	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	28.8				0.0	20.5	22.2	28.7	6.9	0.0
LnGrp LOS	C	A	C				A	C	C	C	A	A
Approach Vol, veh/h		968						1670			2026	
Approach Delay, s/veh		27.6						20.9			14.0	
Approach LOS		C						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.5	31.3		22.4		51.8
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	29.0	40.0		37.0		73.0
Max Q Clear Time (g_c+I1), s	15.4	19.9		15.7		11.8
Green Ext Time (p_c), s	1.1	6.4		1.7		7.3

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

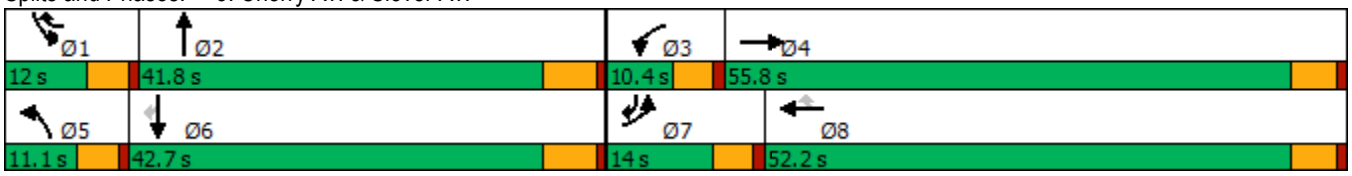
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	424	592	69	246	345	55	778	338	994	476
Future Volume (vph)	424	592	69	246	345	55	778	338	994	476
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	14.0	55.8	10.4	52.2	12.0	11.1	41.8	12.0	42.7	14.0
Total Split (%)	11.7%	46.5%	8.7%	43.5%	10.0%	9.3%	34.8%	10.0%	35.6%	11.7%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	9.9	27.6	5.8	20.9	29.3	6.4	23.1	7.8	27.2	43.2
Actuated g/C Ratio	0.12	0.33	0.07	0.25	0.35	0.08	0.28	0.09	0.33	0.52
v/c Ratio	1.07	0.57	0.30	0.28	0.60	0.42	0.60	1.09	0.62	0.48
Control Delay	102.4	25.4	46.4	25.2	19.4	52.9	28.3	113.7	27.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.4	25.4	46.4	25.2	19.4	52.9	28.3	113.7	27.4	4.7
LOS	F	C	D	C	B	D	C	F	C	A
Approach Delay		55.8		24.4			29.9		37.6	
Approach LOS		E		C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 83	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 38.5	Intersection LOS: D
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	592	55	69	246	345	55	778	42	338	994	476
Future Volume (veh/h)	424	592	55	69	246	345	55	778	42	338	994	476
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	446	623	54	73	259	242	58	819	36	356	1046	358
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	367	879	76	178	693	460	82	1370	59	289	1991	812
Arrive On Green	0.14	0.28	0.28	0.05	0.20	0.20	0.05	0.27	0.27	0.11	0.33	0.33
Sat Flow, veh/h	3510	3362	291	3510	3610	1605	1810	5094	223	3510	5187	1610
Grp Volume(v), veh/h	446	334	343	73	259	242	58	555	300	356	1046	358
Grp Sat Flow(s),veh/h/ln	1755	1805	1848	1755	1805	1605	1810	1729	1859	1755	1729	1610
Q Serve(g_s), s	8.7	11.3	11.3	1.4	4.3	8.5	2.2	9.7	9.7	6.9	11.7	10.6
Cycle Q Clear(g_c), s	8.7	11.3	11.3	1.4	4.3	8.5	2.2	9.7	9.7	6.9	11.7	10.6
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	367	472	483	178	693	460	82	929	499	289	1991	812
V/C Ratio(X)	1.21	0.71	0.71	0.41	0.37	0.53	0.70	0.60	0.60	1.23	0.53	0.44
Avail Cap(c_a), veh/h	479	1325	1356	295	2461	1267	171	1806	971	377	2777	1082
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	26.8	26.8	36.6	28.0	24.0	37.5	22.2	22.2	41.2	18.6	12.4
Incr Delay (d2), s/veh	116.3	2.0	1.9	0.6	0.3	0.9	4.0	0.6	1.2	128.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	5.5	5.6	0.7	2.0	3.6	1.1	3.7	4.1	8.2	4.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.5	28.7	28.7	37.2	28.4	24.9	41.5	23.0	23.5	169.2	18.8	12.8
LnGrp LOS	F	C	C	D	C	C	D	C	C	F	B	B
Approach Vol, veh/h		1123			574			913			1760	
Approach Delay, s/veh		79.5			28.0			24.4			48.0	
Approach LOS		E			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	24.2	8.4	24.4	8.0	28.2	14.0	18.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	7.4	36.0	5.8	50.6	6.5	36.9	9.4	47.0
Max Q Clear Time (g_c+I1), s	8.9	11.7	3.4	13.3	4.2	13.7	10.7	10.5
Green Ext Time (p_c), s	0.0	5.3	0.0	4.1	0.0	8.7	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	890	13	19	487	6	37	5	32	5	3	35
Future Vol, veh/h	32	890	13	19	487	6	37	5	32	5	3	35
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	1023	15	22	560	7	43	6	37	6	3	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	568	0	0	1038	0	0	1431	1717	519	1198	1721	285
Stage 1	-	-	-	-	-	-	1105	1105	-	609	609	-
Stage 2	-	-	-	-	-	-	326	612	-	589	1112	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1014	-	-	678	-	-	97	91	507	144	90	718
Stage 1	-	-	-	-	-	-	228	289	-	454	488	-
Stage 2	-	-	-	-	-	-	666	487	-	466	287	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1013	-	-	678	-	-	86	85	507	124	84	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	191	-	243	185	-
Stage 1	-	-	-	-	-	-	220	278	-	437	472	-
Stage 2	-	-	-	-	-	-	604	471	-	408	276	-

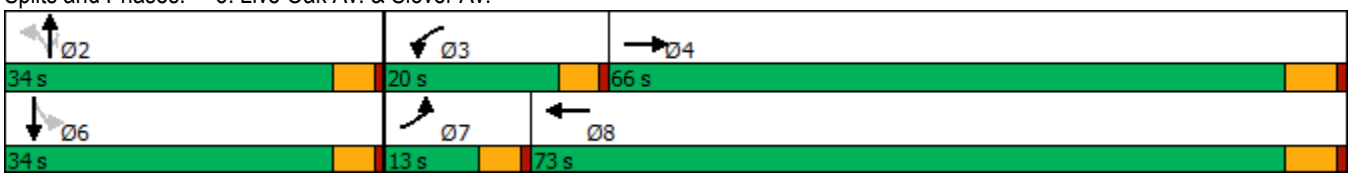
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	27.3	13
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	245	1013	-	-	678	-	-	502
HCM Lane V/C Ratio	0.347	0.036	-	-	0.032	-	-	0.098
HCM Control Delay (s)	27.3	8.7	-	-	10.5	-	-	13
HCM Lane LOS	D	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	884	60	466	26	5	119	29	7
Future Volume (vph)	9	884	60	466	26	5	119	29	7
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	22.8	14.7	14.7	14.7	27.7	27.7
Total Split (s)	13.0	66.0	20.0	73.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	10.8%	55.0%	16.7%	60.8%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8		4.7	4.7		4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	5.5	27.2	7.2	32.6		12.4	12.4		12.4
Actuated g/C Ratio	0.10	0.47	0.12	0.57		0.22	0.22		0.22
v/c Ratio	0.06	0.59	0.29	0.26		0.10	0.29		0.15
Control Delay	31.9	14.5	30.7	7.6		22.6	7.1		19.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	31.9	14.5	30.7	7.6		22.6	7.1		19.6
LOS	C	B	C	A		C	A		B
Approach Delay		14.7		10.2		10.2			19.6
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 55.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Live Oak Av. & Slover Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	884	40	60	466	19	26	5	119	29	7	9
Future Volume (veh/h)	9	884	40	60	466	19	26	5	119	29	7	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	961	41	65	507	21	28	5	77	32	8	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	1468	63	111	1640	68	379	56	306	295	74	47
Arrive On Green	0.01	0.42	0.42	0.06	0.46	0.46	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3527	150	1810	3529	146	1222	297	1610	856	390	249
Grp Volume(v), veh/h	10	492	510	65	259	269	33	0	77	48	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1870	1519	0	1610	1495	0	0
Q Serve(g_s), s	0.2	9.9	9.9	1.6	4.1	4.1	0.0	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	9.9	9.9	1.6	4.1	4.1	0.7	0.0	1.8	1.0	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.08	0.85		1.00	0.67		0.17
Lane Grp Cap(c), veh/h	24	751	779	111	839	869	435	0	306	416	0	0
V/C Ratio(X)	0.42	0.65	0.65	0.58	0.31	0.31	0.08	0.00	0.25	0.12	0.00	0.00
Avail Cap(c_a), veh/h	334	2390	2480	613	2668	2764	1106	0	1038	1075	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.3	10.6	10.6	20.8	7.6	7.6	15.2	0.0	15.7	15.3	0.0	0.0
Incr Delay (d2), s/veh	4.4	1.0	0.9	1.8	0.2	0.2	0.1	0.0	0.4	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.8	2.9	0.6	1.0	1.1	0.3	0.0	0.6	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	11.6	11.6	22.6	7.8	7.8	15.3	0.0	16.1	15.4	0.0	0.0
LnGrp LOS	C	B	B	C	A	A	B	A	B	B	A	A
Approach Vol, veh/h		1012			593			110			48	
Approach Delay, s/veh		11.8			9.4			15.8			15.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.3	7.4	24.7	13.3	5.2	26.9
Change Period (Y+Rc), s	* 4.7	4.6	5.8	* 4.7	4.6	5.8
Max Green Setting (Gmax), s	* 29	15.4	60.2	* 29	8.4	67.2
Max Q Clear Time (g_c+I1), s	3.8	3.6	11.9	3.0	2.2	6.1
Green Ext Time (p_c), s	0.4	0.0	7.0	0.2	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	1193	65	13	479	13	23	0	25	11	4	27
Future Vol, veh/h	21	1193	65	13	479	13	23	0	25	11	4	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	1269	69	14	510	14	24	0	27	12	4	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	524	0	0	1338	0	0	1636	1900	669	1224	1927	265
Stage 1	-	-	-	-	-	-	1348	1348	-	545	545	-
Stage 2	-	-	-	-	-	-	288	552	-	679	1382	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1053	-	-	522	-	-	68	70	405	137	67	739
Stage 1	-	-	-	-	-	-	162	221	-	495	522	-
Stage 2	-	-	-	-	-	-	701	518	-	412	213	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1053	-	-	522	-	-	61	67	405	123	64	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	161	-	244	151	-
Stage 1	-	-	-	-	-	-	159	216	-	485	508	-
Stage 2	-	-	-	-	-	-	648	504	-	377	209	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	28.6	15.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	203	1053	-	-	522	-	-	388
HCM Lane V/C Ratio	0.252	0.021	-	-	0.026	-	-	0.115
HCM Control Delay (s)	28.6	8.5	-	-	12.1	-	-	15.5
HCM Lane LOS	D	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	27	7	50	9	16	2	28	35	27	22	3
Future Vol, veh/h	12	27	7	50	9	16	2	28	35	27	22	3
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	34	9	63	11	20	3	35	44	34	28	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	44	0	0	216	227	25	214	221	16
Stage 1	-	-	-	-	-	-	70	70	-	147	147	-
Stage 2	-	-	-	-	-	-	146	157	-	67	74	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1595	-	-	1577	-	-	727	676	1052	729	681	1066
Stage 1	-	-	-	-	-	-	938	841	-	847	779	-
Stage 2	-	-	-	-	-	-	848	772	-	941	837	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1595	-	-	1575	-	-	673	641	1049	642	646	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	673	641	-	642	646	-
Stage 1	-	-	-	-	-	-	928	832	-	839	747	-
Stage 2	-	-	-	-	-	-	780	740	-	853	828	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	4.9	9.9	11.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	812	1595	-	-	1575	-	-	659
HCM Lane V/C Ratio	0.101	0.01	-	-	0.04	-	-	0.1
HCM Control Delay (s)	9.9	7.3	0	-	7.4	0	-	11.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.3

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	67	14	36	51	39	19	101	70	31	139	13
Future Vol, veh/h	14	67	14	36	51	39	19	101	70	31	139	13
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	84	18	45	64	49	24	126	88	39	174	16
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.3	9.3	9.3	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	27%	0%	29%	0%	59%	0%	31%	0%
Vol Thru, %	73%	42%	71%	71%	41%	40%	69%	84%
Vol Right, %	0%	58%	0%	29%	0%	60%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	121	48	48	62	65	101	83
LT Vol	19	0	14	0	36	0	31	0
Through Vol	51	51	34	34	26	26	70	70
RT Vol	0	70	0	14	0	39	0	13
Lane Flow Rate	87	151	59	59	77	81	126	103
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.136	0.213	0.101	0.095	0.132	0.123	0.197	0.154
Departure Headway (Hd)	5.743	5.195	6.102	5.745	6.197	5.473	5.759	5.492
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	628	696	590	627	582	659	627	657
Service Time	3.443	2.895	3.807	3.449	3.897	3.173	3.459	3.192
HCM Lane V/C Ratio	0.139	0.217	0.1	0.094	0.132	0.123	0.201	0.157
HCM Control Delay	9.3	9.3	9.5	9.1	9.8	8.9	9.9	9.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.5	0.8	0.3	0.3	0.5	0.4	0.7	0.5

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	133	5	8	92	10	21	18	30	18	21	13
Future Vol, veh/h	20	133	5	8	92	10	21	18	30	18	21	13
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	166	6	10	115	13	26	23	38	23	26	16
Number of Lanes	0	2	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	8.6	8.3	8.3	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	23%	0%	15%	0%	100%	0%
Vol Thru, %	0%	38%	77%	93%	85%	82%	0%	62%
Vol Right, %	0%	62%	0%	7%	0%	18%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	48	87	72	54	56	18	34
LT Vol	21	0	20	0	8	0	18	0
Through Vol	0	18	67	67	46	46	0	21
RT Vol	0	30	0	5	0	10	0	13
Lane Flow Rate	26	60	108	89	68	70	22	42
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.043	0.083	0.154	0.123	0.097	0.096	0.037	0.061
Departure Headway (Hd)	5.893	4.95	5.139	4.973	5.156	4.956	5.916	5.144
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	608	723	698	720	695	722	605	696
Service Time	3.628	2.684	2.869	2.704	2.889	2.689	3.652	2.879
HCM Lane V/C Ratio	0.043	0.083	0.155	0.124	0.098	0.097	0.036	0.06
HCM Control Delay	8.9	8.1	8.8	8.4	8.4	8.2	8.9	8.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.5	0.4	0.3	0.3	0.1	0.2

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	155	20	66	81	9	21	76	62	17	96	8
Future Vol, veh/h	6	155	20	66	81	9	21	76	62	17	96	8
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	194	25	83	101	11	26	95	78	21	120	10
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.7	10.1	9.6	9.6
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	36%	0%	7%	0%	62%	0%	26%	0%
Vol Thru, %	64%	38%	93%	79%	38%	82%	74%	86%
Vol Right, %	0%	62%	0%	21%	0%	18%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	100	84	98	107	50	65	56
LT Vol	21	0	6	0	66	0	17	0
Through Vol	38	38	78	78	41	41	48	48
RT Vol	0	62	0	20	0	9	0	8
Lane Flow Rate	74	125	104	122	133	62	81	70
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.125	0.19	0.168	0.19	0.226	0.097	0.137	0.114
Departure Headway (Hd)	6.082	5.463	5.803	5.621	6.11	5.668	6.092	5.859
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	591	658	619	640	588	633	590	613
Service Time	3.806	3.187	3.528	3.346	3.835	3.393	3.819	3.586
HCM Lane V/C Ratio	0.125	0.19	0.168	0.191	0.226	0.098	0.137	0.114
HCM Control Delay	9.7	9.5	9.7	9.7	10.6	9	9.8	9.3
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.4	0.7	0.6	0.7	0.9	0.3	0.5	0.4

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	231	0	11	127	7	0	9	50	15	16	8
Future Vol, veh/h	11	231	0	11	127	7	0	9	50	15	16	8
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	282	0	13	155	9	0	11	61	18	20	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	282	0	0	422	499	141	360	495	83
Stage 1	-	-	-	-	-	-	308	308	-	187	187	-
Stage 2	-	-	-	-	-	-	114	191	-	173	308	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1426	-	-	1292	-	-	521	476	888	576	479	966
Stage 1	-	-	-	-	-	-	683	664	-	803	749	-
Stage 2	-	-	-	-	-	-	884	746	-	818	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1425	-	-	1292	-	-	491	465	888	517	468	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	491	465	-	517	468	-
Stage 1	-	-	-	-	-	-	675	657	-	793	740	-
Stage 2	-	-	-	-	-	-	843	737	-	741	657	-

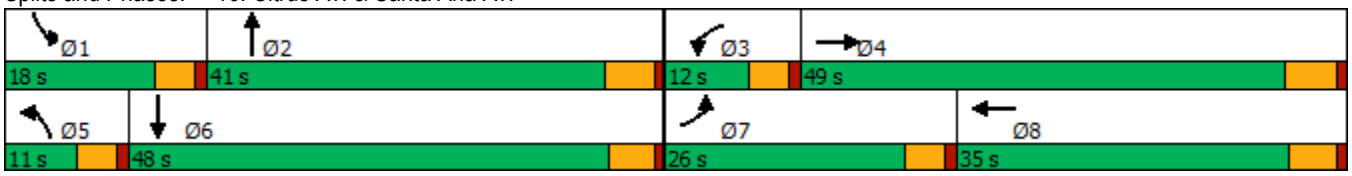
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	10.1	12.2
HCM LOS			B	B

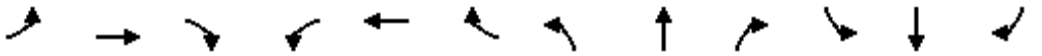
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	780	1425	-	-	1292	-	-	546
HCM Lane V/C Ratio	0.092	0.009	-	-	0.01	-	-	0.087
HCM Control Delay (s)	10.1	7.5	0	-	7.8	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	141	145	23	90	14	420	73	315
Future Volume (vph)	141	145	23	90	14	420	73	315
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.8	9.6	34.4	9.6	34.4	9.6	34.0
Total Split (s)	26.0	49.0	12.0	35.0	11.0	41.0	18.0	48.0
Total Split (%)	21.7%	40.8%	10.0%	29.2%	9.2%	34.2%	15.0%	40.0%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	4.4	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	5.4	4.6	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	11.1	19.0	6.7	11.1	6.5	16.3	8.5	25.1
Actuated g/C Ratio	0.18	0.31	0.11	0.18	0.10	0.26	0.14	0.40
v/c Ratio	0.46	0.15	0.12	0.26	0.08	0.51	0.31	0.26
Control Delay	34.6	18.0	38.0	17.2	38.9	24.6	35.9	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	18.0	38.0	17.2	38.9	24.6	35.9	15.1
LOS	C	B	D	B	D	C	D	B
Approach Delay		25.8		19.7		25.1		18.7
Approach LOS		C		B		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Citrus Av. & Santa Ana Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	145	13	23	90	71	14	420	31	73	315	41
Future Volume (veh/h)	141	145	13	23	90	71	14	420	31	73	315	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	153	14	24	95	75	15	442	33	77	332	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	194	678	61	52	249	180	35	767	57	126	887	114
Arrive On Green	0.11	0.20	0.20	0.03	0.12	0.12	0.02	0.23	0.23	0.07	0.28	0.28
Sat Flow, veh/h	1810	3342	302	1810	1999	1445	1810	3406	253	1810	3212	412
Grp Volume(v), veh/h	148	82	85	24	85	85	15	234	241	77	185	190
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1640	1810	1805	1854	1810	1805	1819
Q Serve(g_s), s	3.4	1.6	1.7	0.6	1.9	2.1	0.4	5.0	5.0	1.8	3.6	3.6
Cycle Q Clear(g_c), s	3.4	1.6	1.7	0.6	1.9	2.1	0.4	5.0	5.0	1.8	3.6	3.6
Prop In Lane	1.00		0.16	1.00		0.88	1.00		0.14	1.00		0.23
Lane Grp Cap(c), veh/h	194	366	373	52	225	204	35	406	418	126	498	502
V/C Ratio(X)	0.76	0.22	0.23	0.46	0.38	0.42	0.43	0.57	0.58	0.61	0.37	0.38
Avail Cap(c_a), veh/h	898	1808	1842	310	1239	1125	269	1490	1531	562	1800	1814
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	14.3	14.4	20.6	17.3	17.4	20.9	14.9	14.9	19.5	12.6	12.6
Incr Delay (d2), s/veh	2.3	0.3	0.3	2.3	1.0	1.4	3.2	1.3	1.3	1.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.5	0.6	0.2	0.7	0.7	0.2	1.7	1.8	0.7	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	14.7	14.7	22.9	18.4	18.8	24.1	16.2	16.2	21.2	13.1	13.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		315			194			490			452	
Approach Delay, s/veh		17.7			19.1			16.4			14.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	15.1	5.8	14.6	5.4	17.3	9.2	11.2
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	* 5.8
Max Green Setting (Gmax), s	13.4	35.6	7.4	43.2	6.4	* 43	21.4	* 30
Max Q Clear Time (g_c+I1), s	3.8	7.0	2.6	3.7	2.4	5.6	5.4	4.1
Green Ext Time (p_c), s	0.0	2.7	0.0	0.9	0.0	2.2	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX 3.3: EXISTING (2022) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

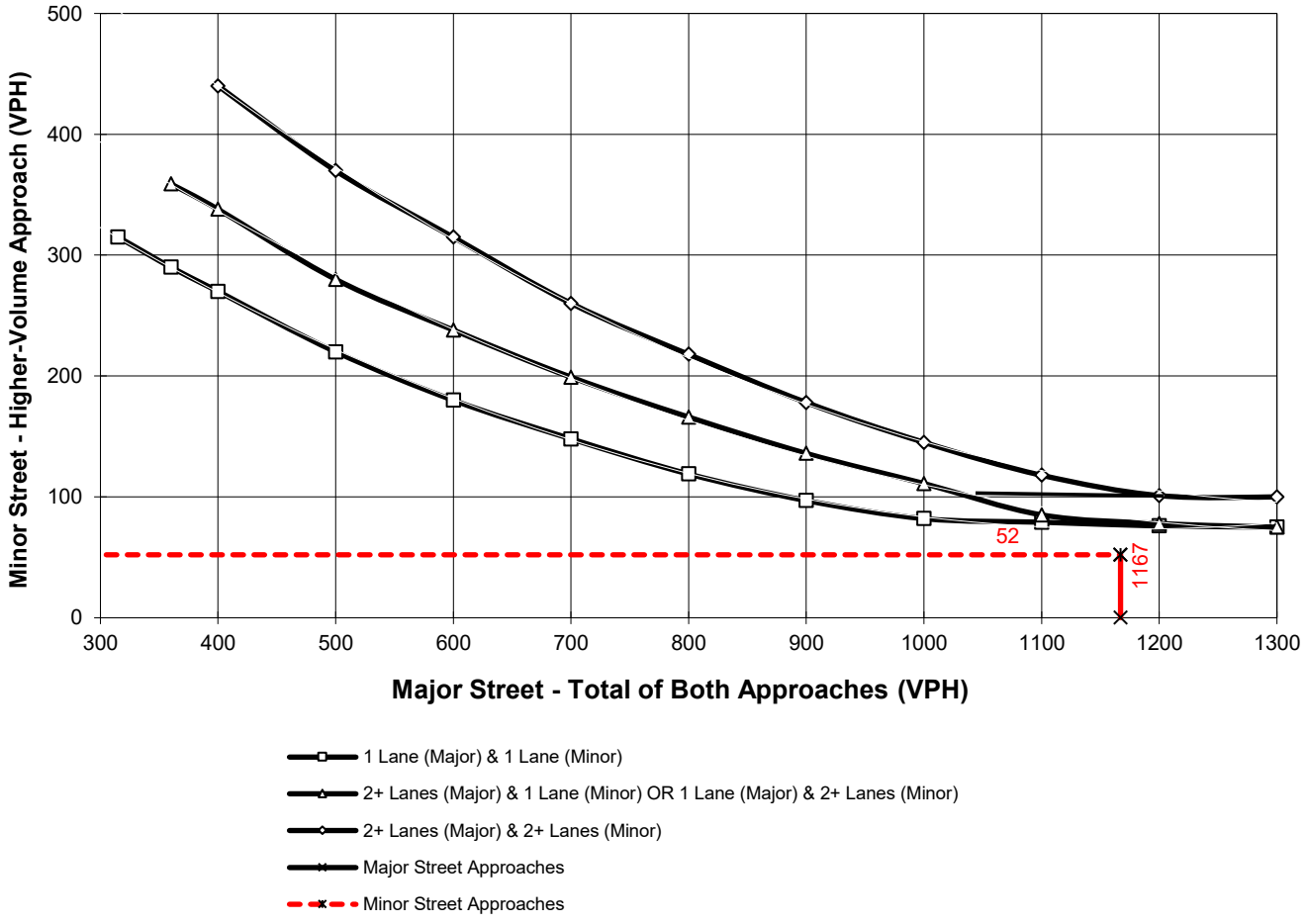
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

Major Street Name = **Slover Av.**
Total of Both Approaches (VPH) = **1167**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Redwood Av.**
High Volume Approach (VPH) = **52**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

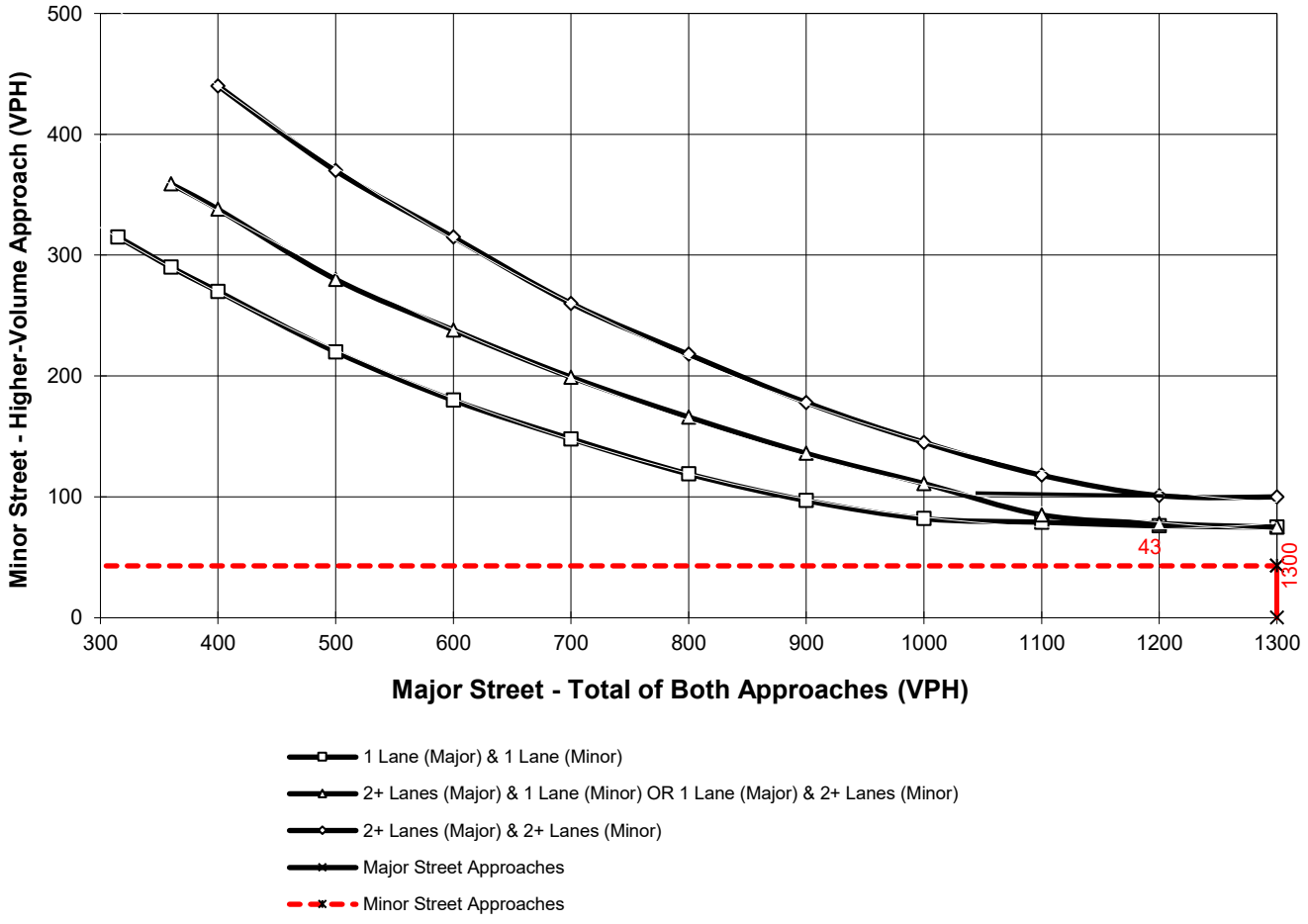
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

Major Street Name = **Slover Av.**
Total of Both Approaches (VPH) = **1456**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Hemlock Av.**
High Volume Approach (VPH) = **43**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

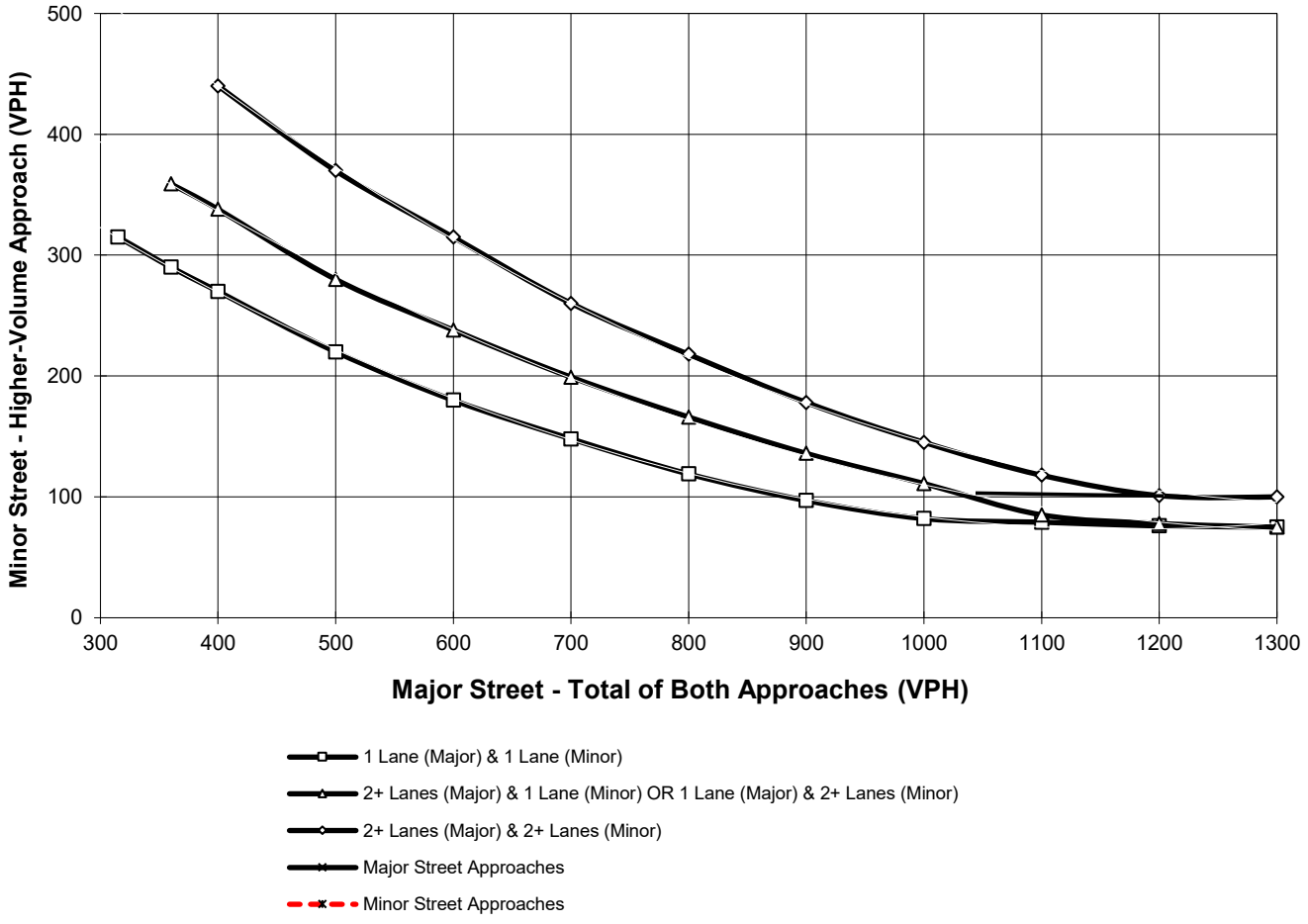
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **110**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Hemlock Av.** High Volume Approach (VPH) = **54**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

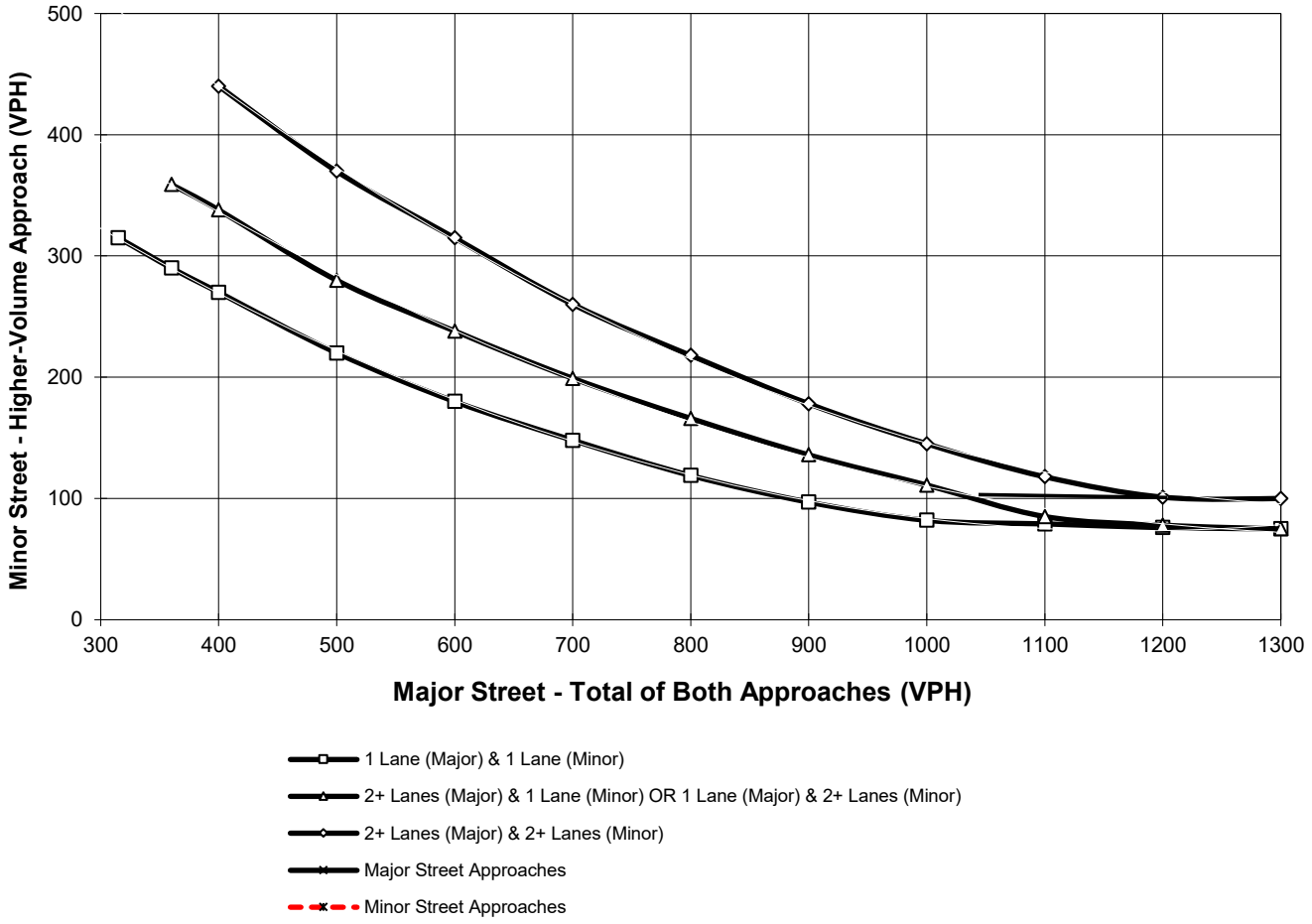
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday AM Peak Hour**

Major Street Name = **Beech Av.**
Total of Both Approaches (VPH) = **267**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Santa Ana Av.**
High Volume Approach (VPH) = **139**
Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

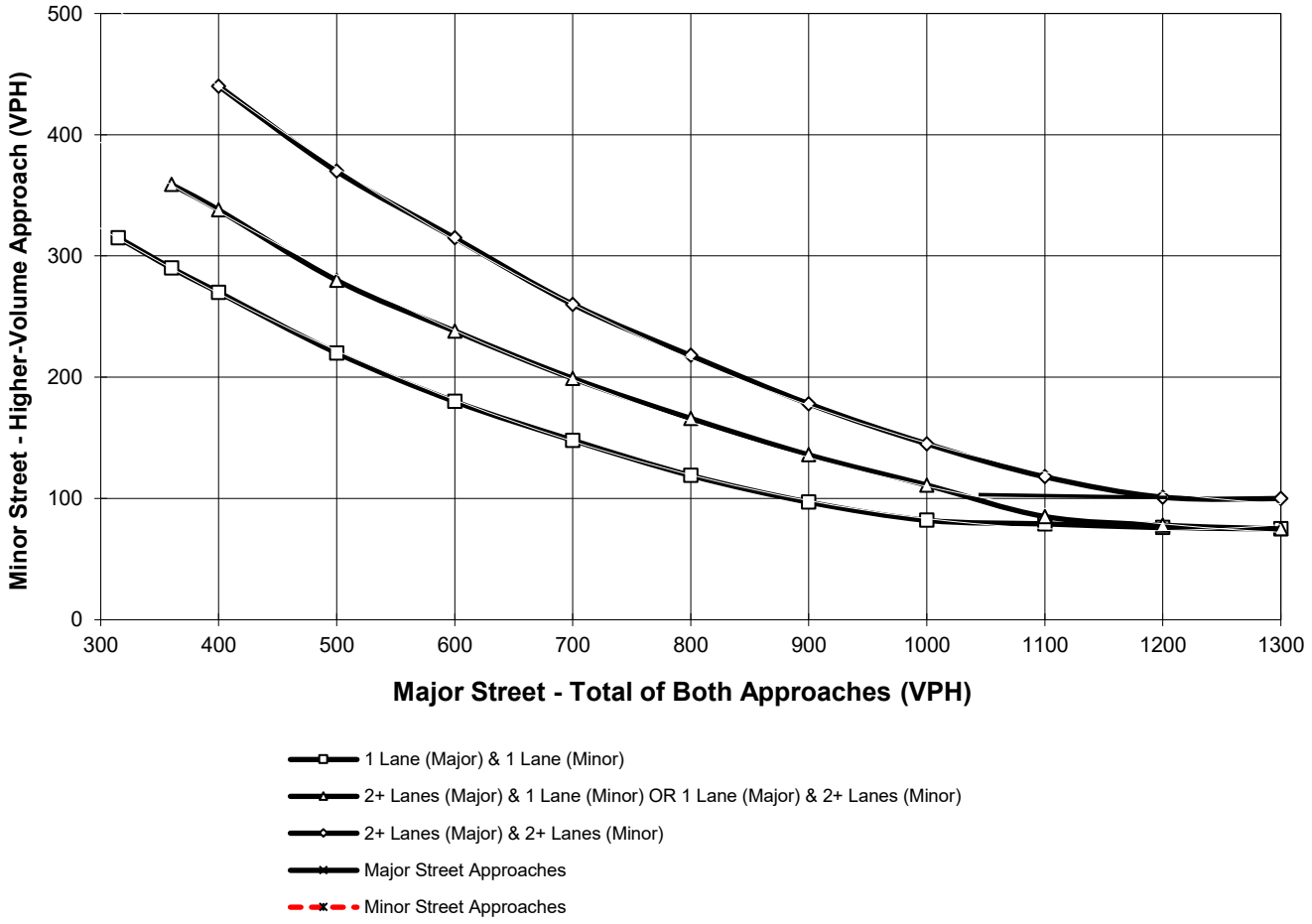
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **229**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Elm Av.** High Volume Approach (VPH) = **72**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

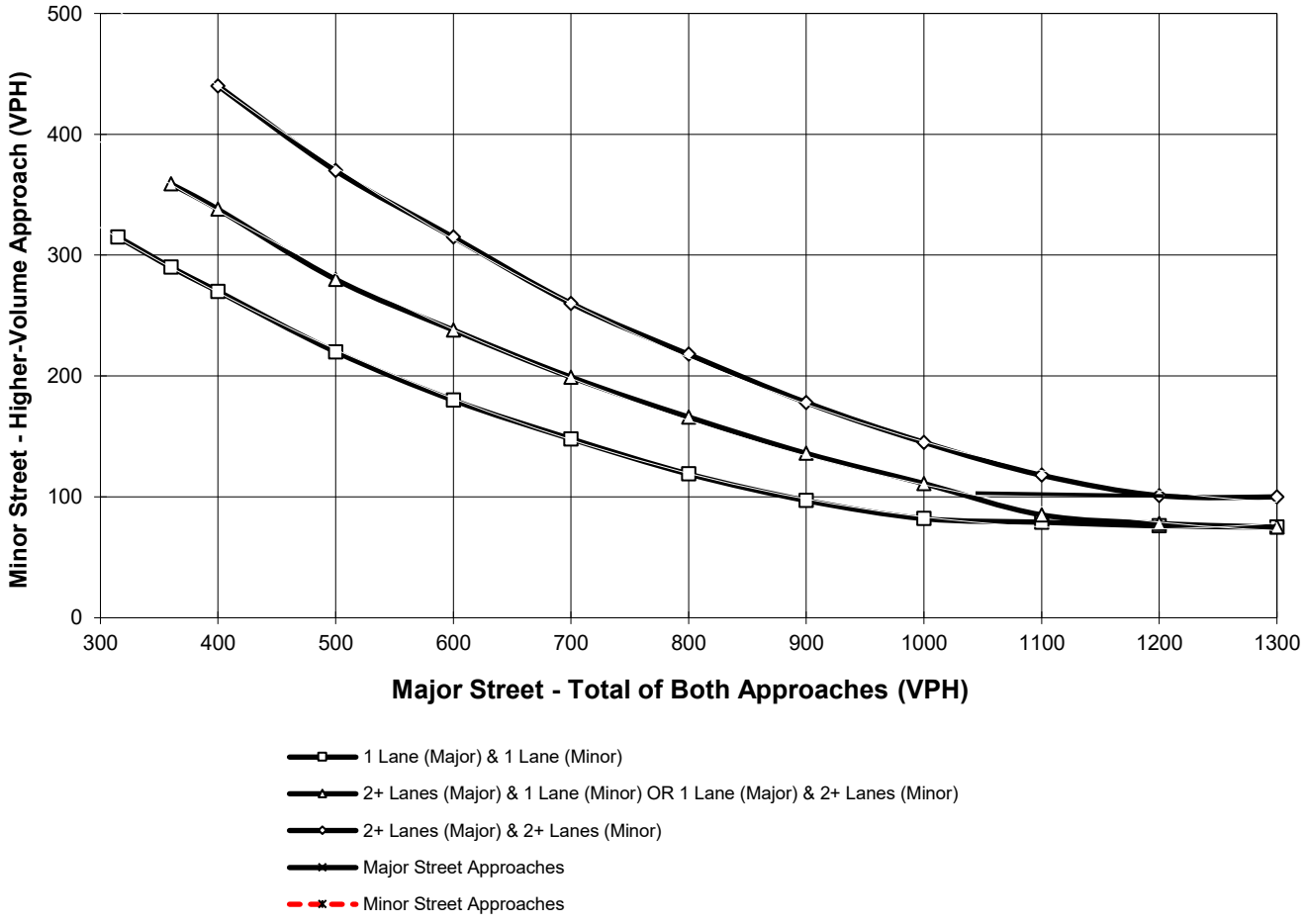
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **226**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Poplar Av.** High Volume Approach (VPH) = **137**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

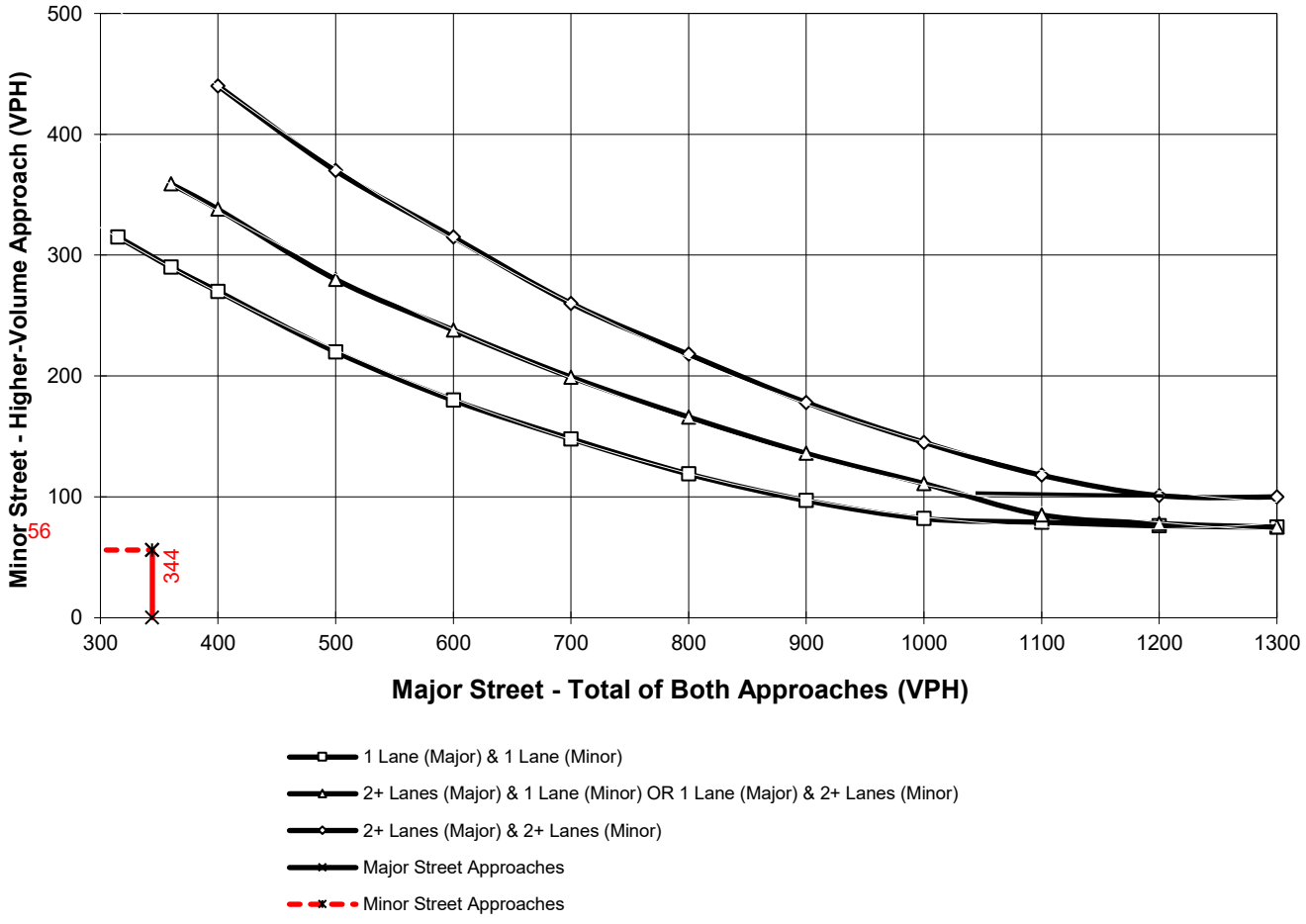
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **344**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Catawba Av.** High Volume Approach (VPH) = **56**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4: EXISTING (2022) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	666	787	1293	527	2144
v/c Ratio	0.36	0.93	0.65	0.61	0.86
Control Delay	16.0	42.3	30.5	10.1	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	42.3	30.5	10.1	36.1
Queue Length 50th (ft)	144	516	302	63	444
Queue Length 95th (ft)	184	#799	355	179	496
Internal Link Dist (ft)	2035		218		880
Turn Bay Length (ft)		450		165	
Base Capacity (vph)	2132	986	2187	915	2755
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.80	0.59	0.58	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	466	445	431	1149	630	540	1650
v/c Ratio	0.81	0.84	0.79	0.68	0.82	0.80	0.57
Control Delay	44.2	46.5	38.6	32.1	23.7	50.6	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	46.5	38.6	32.1	23.7	50.6	15.5
Queue Length 50th (ft)	291	282	234	247	179	176	249
Queue Length 95th (ft)	478	#513	409	320	365	#293	326
Internal Link Dist (ft)		2217		904			324
Turn Bay Length (ft)			300		105	240	
Base Capacity (vph)	760	692	710	2298	915	813	3694
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.64	0.61	0.50	0.69	0.66	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	539	561	1372	339	1867
v/c Ratio	0.35	0.78	0.63	0.41	0.68
Control Delay	15.2	27.5	20.4	6.8	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	27.5	20.4	6.8	20.8
Queue Length 50th (ft)	80	207	178	23	197
Queue Length 95th (ft)	156	442	331	102	355
Internal Link Dist (ft)	2035		218		880
Turn Bay Length (ft)		450		165	
Base Capacity (vph)	2854	1318	3500	1173	4411
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.43	0.39	0.29	0.42

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	367	363	338	1233	458	663	1364
v/c Ratio	0.77	0.78	0.73	0.72	0.66	0.79	0.43
Control Delay	45.4	41.7	37.4	32.2	19.3	44.1	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	41.7	37.4	32.2	19.3	44.1	10.7
Queue Length 50th (ft)	216	198	165	243	113	198	149
Queue Length 95th (ft)	382	368	315	358	266	318	226
Internal Link Dist (ft)		2217		904			324
Turn Bay Length (ft)			300		105	240	
Base Capacity (vph)	703	671	662	2301	848	1126	4027
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.54	0.51	0.54	0.54	0.59	0.34

Intersection Summary

APPENDIX 4.1: EXISTING USE COUNTS

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City:	Fontana
Location:	11115 Hemlock Avenue
Date:	Tuesday, October 18, 2022
Count Type:	Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	1	0	0	1
3:45	0	1	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	4	0	0	0	4
5:15	1	0	0	0	1
5:30	2	0	0	0	2
5:45	2	0	0	0	2
6:00	2	0	0	0	2
6:15	4	0	0	0	4
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	1	0	0	1	2
8:45	0	0	0	0	0
9:00	0	1	0	0	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	1	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	1	0	0	1
11:45	0	0	0	0	0

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	1	1
4:00	0	0	0	1	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	2	0	0	0	2
5:30	1	0	0	0	1
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	1	0	0	0	1
6:45	0	0	0	1	1
7:00	0	0	0	0	0
7:15	1	0	0	0	1
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	1	0	0	1
9:15	0	1	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	1	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	2	1	0	0	3

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Fontana
Location: 11115 Hemlock Avenue
Date: Tuesday, October 18, 2022
Count Type: Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	1	0	0	2
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	**24**	**6**	**0**	**1**	**31**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	7	0	0	0	7
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	2	0	0	0	2
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	23	**4**	**0**	**3**	**30**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Fontana
Location:	11115 Hemlock Avenue
Date:	Wednesday, October 19, 2022
Count Type:	Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	1	0	0	0	1
5:15	1	0	0	0	1
5:30	2	0	0	0	2
5:45	0	0	0	0	0
6:00	5	0	0	0	5
6:15	2	0	0	0	2
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	2	1	0	0	3
7:30	0	0	0	0	0
7:45	2	0	0	0	2
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	0	2	0	0	2
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	3	0	0	0	3
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	1	0	1	2
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	2	1	0	0	3
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	1	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	1	0	0	0	1
11:45	0	0	0	0	0

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Fontana
Location:	11115 Hemlock Avenue
Date:	Wednesday, October 19, 2022
Count Type:	Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	2	0	0	3
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	**25**	**5**	**0**	**0**	**30**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	1	0	0	1
13:00	1	1	0	0	2
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	1	0	0	0	1
14:15	1	0	0	0	1
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	7	0	0	0	7
15:15	4	0	0	0	4
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	0	0	0	0	0
16:15	1	0	0	0	1
16:30	1	0	0	0	1
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	25	**5**	**0**	**1**	**31**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

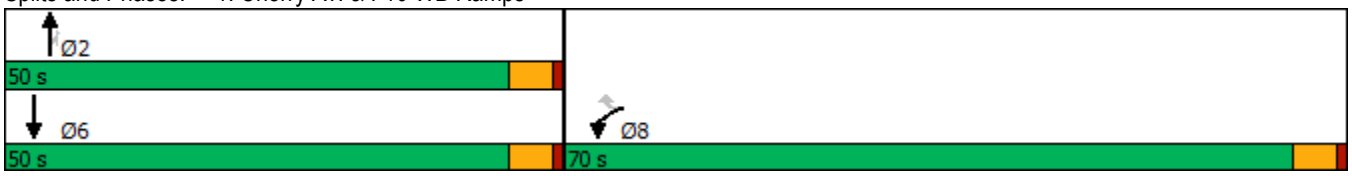
APPENDIX 5.1: EAP (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	630	744	1225	516	2035
Future Volume (vph)	630	744	1225	516	2035
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		2	
Detector Phase	8	8	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6
Total Split (s)	70.0	70.0	50.0	50.0	50.0
Total Split (%)	58.3%	58.3%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	60.2	60.2	43.4	43.4	43.4
Actuated g/C Ratio	0.53	0.53	0.38	0.38	0.38
v/c Ratio	0.37	0.95	0.68	0.65	0.90
Control Delay	16.4	47.4	32.1	11.5	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	47.4	32.1	11.5	39.4
LOS	B	D	C	B	D
Approach Delay	33.2		25.9		39.4
Approach LOS	C		C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 33.2	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Cherry Av. & I-10 WB Ramps





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	630	744	1225	516	0	2035
Future Volume (veh/h)	630	744	1225	516	0	2035
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900
Adj Flow Rate, veh/h	692	681	1346	0	0	2236
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1598	733	2246		0	2830
Arrive On Green	0.46	0.46	0.43	0.00	0.00	0.43
Sat Flow, veh/h	3510	1610	5358	1610	0	7068
Grp Volume(v), veh/h	692	681	1346	0	0	2236
Grp Sat Flow(s),veh/h/ln	1755	1610	1729	1610	0	1634
Q Serve(g_s), s	12.0	35.7	17.8	0.0	0.0	26.4
Cycle Q Clear(g_c), s	12.0	35.7	17.8	0.0	0.0	26.4
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	1598	733	2246		0	2830
V/C Ratio(X)	0.43	0.93	0.60		0.00	0.79
Avail Cap(c_a), veh/h	2550	1170	2608		0	3287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	23.0	19.4	0.0	0.0	21.9
Incr Delay (d2), s/veh	0.1	6.2	0.1	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	13.8	6.4	0.0	0.0	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	29.2	19.6	0.0	0.0	22.8
LnGrp LOS	B	C	B		A	C
Approach Vol, veh/h	1373		1346			2236
Approach Delay, s/veh	22.9		19.6			22.8
Approach LOS	C		B			C

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		43.8			43.8	45.7
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		45.0			45.0	65.0
Max Q Clear Time (g_c+I1), s		19.8			28.4	37.7
Green Ext Time (p_c), s		6.5			10.4	3.0

Intersection Summary		
HCM 6th Ctrl Delay	22.0	
HCM 6th LOS	C	

Notes

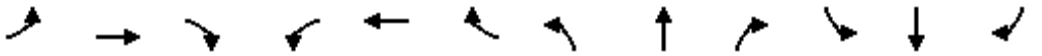
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	599	9	740	1142	615	529	1618
Future Volume (vph)	599	9	740	1142	615	529	1618
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	25.0	9.0	10.0
Total Split (s)	47.0	47.0	47.0	47.0	47.0	26.0	73.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	21.7%	60.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	37.0	37.0	37.0	34.9	34.9	20.2	59.2
Actuated g/C Ratio	0.35	0.35	0.35	0.33	0.33	0.19	0.56
v/c Ratio	0.83	0.89	0.80	0.72	0.85	0.85	0.60
Control Delay	46.8	52.6	40.7	34.6	27.7	56.6	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	52.6	40.7	34.6	27.7	56.6	17.0
LOS	D	D	D	C	C	E	B
Approach Delay		46.8		32.2			26.8
Approach LOS		D		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 33.7	Intersection LOS: C
Intersection Capacity Utilization 89.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Cherry Av. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	599	9	740	0	0	0	0	1142	615	529	1618	0
Future Volume (veh/h)	599	9	740	0	0	0	0	1142	615	529	1618	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	869	0	460				0	1215	621	563	1721	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1132	0	503				0	1979	614	627	3094	0
Arrive On Green	0.31	0.00	0.31				0.00	0.38	0.38	0.18	0.60	0.00
Sat Flow, veh/h	3619	0	1610				0	5358	1610	3510	5358	0
Grp Volume(v), veh/h	869	0	460				0	1215	621	563	1721	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1610	1755	1729	0
Q Serve(g_s), s	23.9	0.0	30.3				0.0	20.8	42.0	17.3	22.1	0.0
Cycle Q Clear(g_c), s	23.9	0.0	30.3				0.0	20.8	42.0	17.3	22.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1132	0	503				0	1979	614	627	3094	0
V/C Ratio(X)	0.77	0.00	0.91				0.00	0.61	1.01	0.90	0.56	0.00
Avail Cap(c_a), veh/h	1381	0	614				0	1979	614	702	3204	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.2	0.0	36.4				0.0	27.5	34.0	44.2	13.4	0.0
Incr Delay (d2), s/veh	1.6	0.0	14.7				0.0	0.4	39.0	12.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.0	13.3				0.0	8.2	21.9	8.3	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	51.1				0.0	27.9	73.1	56.9	13.5	0.0
LnGrp LOS	D	A	D				A	C	F	E	B	A
Approach Vol, veh/h		1329						1836			2284	
Approach Delay, s/veh		41.2						43.2			24.2	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.7	47.0		39.4		70.7
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	22.0	42.0		42.0		68.0
Max Q Clear Time (g_c+I1), s	19.3	44.0		32.3		24.1
Green Ext Time (p_c), s	0.4	0.0		2.2		10.4

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

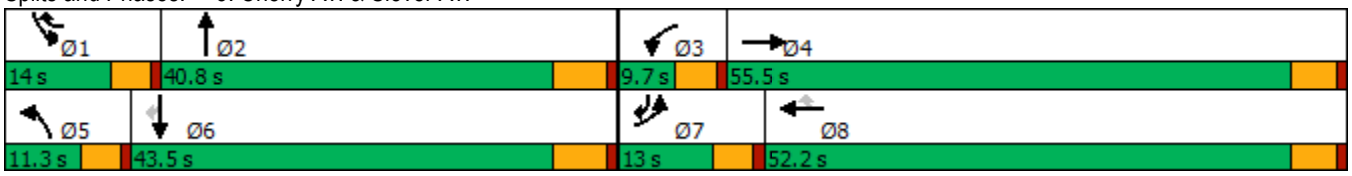
Notes

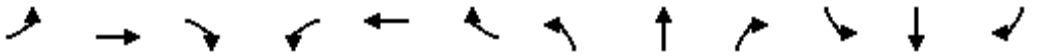
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	420	219	53	274	321	39	1044	505	1073	780
Future Volume (vph)	420	219	53	274	321	39	1044	505	1073	780
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	13.0	55.5	9.7	52.2	14.0	11.3	40.8	14.0	43.5	13.0
Total Split (%)	10.8%	46.3%	8.1%	43.5%	11.7%	9.4%	34.0%	11.7%	36.3%	10.8%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	8.8	24.6	5.3	16.5	31.8	6.2	24.8	9.8	33.2	48.1
Actuated g/C Ratio	0.11	0.30	0.07	0.20	0.39	0.08	0.31	0.12	0.41	0.59
v/c Ratio	1.08	0.23	0.24	0.38	0.48	0.29	0.70	1.16	0.51	0.69
Control Delay	107.4	21.3	44.8	28.5	16.9	47.4	28.5	131.4	21.7	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.4	21.3	44.8	28.5	16.9	47.4	28.5	131.4	21.7	11.2
LOS	F	C	D	C	B	D	C	F	C	B
Approach Delay		75.2		24.1			29.1		41.7	
Approach LOS		E		C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.1	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 41.0	Intersection LOS: D
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	219	33	53	274	321	39	1044	53	505	1073	780
Future Volume (veh/h)	420	219	33	53	274	321	39	1044	53	505	1073	780
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	424	221	27	54	277	232	39	1055	54	510	1084	665
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	345	749	90	150	626	460	64	1767	89	386	2333	885
Arrive On Green	0.11	0.24	0.24	0.04	0.18	0.18	0.04	0.35	0.35	0.12	0.43	0.43
Sat Flow, veh/h	3619	3243	392	3510	3610	1610	1810	5053	258	3619	5187	1610
Grp Volume(v), veh/h	424	122	126	54	277	232	39	722	387	510	1084	665
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1755	1805	1610	1810	1729	1853	1810	1729	1610
Q Serve(g_s), s	8.4	4.4	4.5	1.2	5.5	9.5	1.7	13.7	13.7	9.4	12.0	26.1
Cycle Q Clear(g_c), s	8.4	4.4	4.5	1.2	5.5	9.5	1.7	13.7	13.7	9.4	12.0	26.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	345	417	423	150	626	460	64	1208	647	386	2333	885
V/C Ratio(X)	1.23	0.29	0.30	0.36	0.44	0.50	0.61	0.60	0.60	1.32	0.46	0.75
Avail Cap(c_a), veh/h	381	1139	1155	225	2129	1139	152	1518	814	427	2453	931
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	26.7	26.7	39.1	31.1	25.1	39.9	21.5	21.5	39.4	16.0	14.5
Incr Delay (d2), s/veh	126.2	0.4	0.4	0.5	0.5	0.9	3.4	0.5	0.9	161.9	0.1	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	1.9	2.0	0.5	2.4	3.7	0.8	5.2	5.7	12.6	4.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.1	27.0	27.1	39.6	31.6	25.9	43.3	22.1	22.5	201.3	16.2	17.8
LnGrp LOS	F	C	C	D	C	C	D	C	C	F	B	B
Approach Vol, veh/h		672			563			1148			2259	
Approach Delay, s/veh		114.8			30.0			23.0			58.4	
Approach LOS		F			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	33.6	8.1	24.1	7.5	40.1	13.0	19.1
Change Period (Y+Rc), s	4.6	5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	9.4	35.0	5.1	50.3	6.7	37.7	8.4	47.0
Max Q Clear Time (g_c+I1), s	11.4	15.7	3.2	6.5	3.7	28.1	10.4	11.5
Green Ext Time (p_c), s	0.0	6.7	0.0	1.3	0.0	6.2	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	576	56	7	664	8	9	2	29	1	1	29
Future Vol, veh/h	44	576	56	7	664	8	9	2	29	1	1	29
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	640	62	8	738	9	10	2	32	1	1	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	748	0	0	702	0	0	1155	1533	351	1179	1560	375
Stage 1	-	-	-	-	-	-	769	769	-	760	760	-
Stage 2	-	-	-	-	-	-	386	764	-	419	800	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	870	-	-	905	-	-	154	118	651	148	113	628
Stage 1	-	-	-	-	-	-	364	413	-	369	417	-
Stage 2	-	-	-	-	-	-	614	416	-	588	400	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	869	-	-	905	-	-	138	110	651	133	106	627
Mov Cap-2 Maneuver	-	-	-	-	-	-	249	222	-	247	226	-
Stage 1	-	-	-	-	-	-	344	390	-	348	413	-
Stage 2	-	-	-	-	-	-	576	412	-	524	378	-

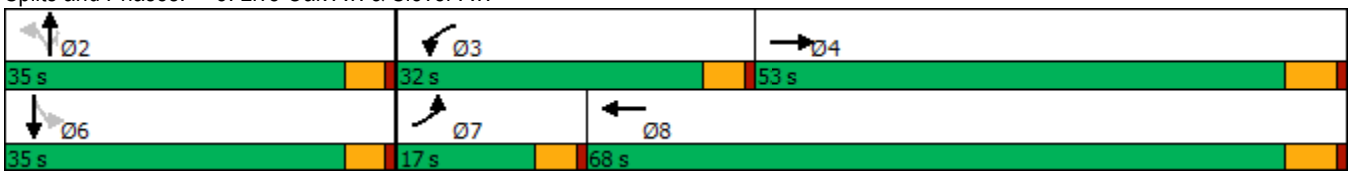
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	14	11.8
HCM LOS			B	B

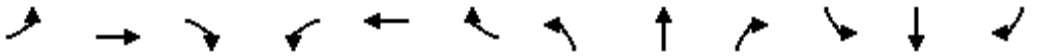
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	446	869	-	-	905	-	-	566
HCM Lane V/C Ratio	0.1	0.056	-	-	0.009	-	-	0.061
HCM Control Delay (s)	14	9.4	-	-	9	-	-	11.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	8	475	95	638	56	4	84	22	2
Future Volume (vph)	8	475	95	638	56	4	84	22	2
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	22.8	14.7	14.7	14.7	27.7	27.7
Total Split (s)	17.0	53.0	32.0	68.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	14.2%	44.2%	26.7%	56.7%	29.2%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8		4.7	4.7		4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	5.5	20.1	7.8	28.4		12.5	12.5		12.5
Actuated g/C Ratio	0.12	0.43	0.17	0.60		0.26	0.26		0.26
v/c Ratio	0.04	0.35	0.34	0.34		0.18	0.18		0.10
Control Delay	25.4	15.3	24.4	9.1		17.3	4.2		12.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	25.4	15.3	24.4	9.1		17.3	4.2		12.8
LOS	C	B	C	A		B	A		B
Approach Delay		15.4		10.9		9.6			12.8
Approach LOS		B		B		A			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 47.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 12.4	Intersection LOS: B
Intersection Capacity Utilization 44.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Live Oak Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	475	27	95	638	43	56	4	84	22	2	12
Future Volume (veh/h)	8	475	27	95	638	43	56	4	84	22	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	511	25	102	686	46	60	4	38	24	2	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	992	48	161	1236	83	479	26	332	361	46	63
Arrive On Green	0.01	0.28	0.28	0.09	0.36	0.36	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3499	171	1810	3427	230	1378	126	1610	909	221	304
Grp Volume(v), veh/h	9	263	273	102	361	371	64	0	38	33	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1865	1810	1805	1852	1504	0	1610	1434	0	0
Q Serve(g_s), s	0.2	4.4	4.4	2.0	5.7	5.7	0.0	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	4.4	4.4	2.0	5.7	5.7	1.0	0.0	0.7	1.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.12	0.94		1.00	0.73		0.21
Lane Grp Cap(c), veh/h	22	512	529	161	651	668	505	0	332	469	0	0
V/C Ratio(X)	0.42	0.51	0.52	0.63	0.55	0.56	0.13	0.00	0.11	0.07	0.00	0.00
Avail Cap(c_a), veh/h	626	2377	2455	1383	3132	3213	1432	0	1361	1398	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.6	10.8	10.8	15.8	9.2	9.2	11.7	0.0	11.6	11.5	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.8	0.8	1.5	0.7	0.7	0.1	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.2	1.3	0.7	1.4	1.4	0.3	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	11.6	11.6	17.3	9.9	9.9	11.8	0.0	11.7	11.6	0.0	0.0
LnGrp LOS	C	B	B	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		545			834			102			33	
Approach Delay, s/veh		11.7			10.8			11.8			11.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.1	7.8	16.0		12.1	5.0	18.7				
Change Period (Y+Rc), s		* 4.7	4.6	5.8		* 4.7	4.6	5.8				
Max Green Setting (Gmax), s		* 30	27.4	47.2		* 30	12.4	62.2				
Max Q Clear Time (g_c+I1), s		3.0	4.0	6.4		3.0	2.2	7.7				
Green Ext Time (p_c), s		0.4	0.1	3.1		0.1	0.0	4.6				

Intersection Summary		
HCM 6th Ctrl Delay		11.2
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	606	107	33	557	9	67	0	14	4	1	19
Future Vol, veh/h	32	606	107	33	557	9	67	0	14	4	1	19
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	652	115	35	599	10	72	0	15	4	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	611	0	0	767	0	0	1151	1459	384	1070	1511	310
Stage 1	-	-	-	-	-	-	778	778	-	676	676	-
Stage 2	-	-	-	-	-	-	373	681	-	394	835	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	978	-	-	856	-	-	155	131	620	178	121	692
Stage 1	-	-	-	-	-	-	360	410	-	414	456	-
Stage 2	-	-	-	-	-	-	625	453	-	608	386	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	976	-	-	856	-	-	141	121	620	164	112	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	237	-	281	223	-
Stage 1	-	-	-	-	-	-	347	396	-	399	436	-
Stage 2	-	-	-	-	-	-	579	434	-	573	372	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.5	23.4	12.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	282	976	-	-	856	-	-	518
HCM Lane V/C Ratio	0.309	0.035	-	-	0.041	-	-	0.05
HCM Control Delay (s)	23.4	8.8	-	-	9.4	-	-	12.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	7	5	44	8	56	0	39	16	18	83	15
Future Vol, veh/h	14	7	5	44	8	56	0	39	16	18	83	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	7	5	46	8	59	0	41	17	19	87	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	67	0	0	12	0	0	180	199	6	184	172	34
Stage 1	-	-	-	-	-	-	40	40	-	130	130	-
Stage 2	-	-	-	-	-	-	140	159	-	54	42	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1547	-	-	1620	-	-	771	700	1081	766	725	1038
Stage 1	-	-	-	-	-	-	976	866	-	866	792	-
Stage 2	-	-	-	-	-	-	854	770	-	958	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1547	-	-	1620	-	-	666	672	1081	697	696	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	666	672	-	697	696	-
Stage 1	-	-	-	-	-	-	966	857	-	857	768	-
Stage 2	-	-	-	-	-	-	723	747	-	889	855	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	3	10.2	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	1547	-	-	1620	-	-	727
HCM Lane V/C Ratio	0.077	0.01	-	-	0.029	-	-	0.168
HCM Control Delay (s)	10.2	7.3	0	-	7.3	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	9	45	2	8	124
Future Vol, veh/h	2	9	45	2	8	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	10	49	2	9	135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	203	50	0	0	51	0
Stage 1	50	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	790	1024	-	-	1568	-
Stage 1	978	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	785	1024	-	-	1568	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	970	1568	-
HCM Lane V/C Ratio	-	-	0.012	0.006	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	8	39	14	37	89
Future Vol, veh/h	3	8	39	14	37	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	9	42	15	40	97

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	227	50	0	0	57	0
Stage 1	50	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	766	1024	-	-	1560	-
Stage 1	978	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	745	1024	-	-	1560	-
Mov Cap-2 Maneuver	745	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	929	1560	-
HCM Lane V/C Ratio	-	-	0.013	0.026	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	40	12	88	86	35	23	157	66	34	84	8
Future Vol, veh/h	17	40	12	88	86	35	23	157	66	34	84	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	48	14	106	104	42	28	189	80	41	101	10
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.3	10.5	10	9.6
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	23%	0%	46%	0%	67%	0%	45%	0%
Vol Thru, %	77%	54%	54%	62%	33%	55%	55%	84%
Vol Right, %	0%	46%	0%	38%	0%	45%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	145	37	32	131	78	76	50
LT Vol	23	0	17	0	88	0	34	0
Through Vol	79	79	20	20	43	43	42	42
RT Vol	0	66	0	12	0	35	0	8
Lane Flow Rate	122	174	45	39	158	94	92	60
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.198	0.26	0.078	0.062	0.271	0.144	0.155	0.096
Departure Headway (Hd)	5.823	5.386	6.325	5.826	6.174	5.518	6.09	5.751
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	620	670	567	615	582	651	590	624
Service Time	3.523	3.086	4.057	3.558	3.899	3.242	3.816	3.477
HCM Lane V/C Ratio	0.197	0.26	0.079	0.063	0.271	0.144	0.156	0.096
HCM Control Delay	10	10	9.6	8.9	11.2	9.2	9.9	9.1
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.7	1	0.3	0.2	1.1	0.5	0.5	0.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	3	238	176	7
Future Vol, veh/h	8	3	3	238	176	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	3	3	259	191	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	331	100	199	0	-	0
Stage 1	195	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	644	943	1385	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	642	943	1385	-	-	-
Mov Cap-2 Maneuver	642	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1385	-	703	-	-
HCM Lane V/C Ratio	0.002	-	0.017	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	14	235	151	28
Future Vol, veh/h	6	3	14	235	151	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	3	15	255	164	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	337	97	194	0	-	0
Stage 1	179	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	638	947	1391	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	630	947	1391	-	-	-
Mov Cap-2 Maneuver	630	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1391	-	709	-	-
HCM Lane V/C Ratio	0.011	-	0.014	-	-
HCM Control Delay (s)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	83	19	17	178	6	15	24	7	23	53	17
Future Vol, veh/h	27	83	19	17	178	6	15	24	7	23	53	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	89	20	18	191	6	16	26	8	25	57	18
Number of Lanes	0	2	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	8.4	8.7	8.5	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	39%	0%	16%	0%	100%	0%
Vol Thru, %	0%	77%	61%	69%	84%	94%	0%	76%
Vol Right, %	0%	23%	0%	31%	0%	6%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	31	69	61	106	95	23	70
LT Vol	15	0	27	0	17	0	23	0
Through Vol	0	24	42	42	89	89	0	53
RT Vol	0	7	0	19	0	6	0	17
Lane Flow Rate	16	33	74	65	114	102	25	75
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.027	0.049	0.108	0.088	0.162	0.141	0.041	0.11
Departure Headway (Hd)	5.981	5.318	5.301	4.883	5.11	4.985	5.92	5.246
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	598	672	675	733	702	719	605	683
Service Time	3.724	3.061	3.038	2.619	2.843	2.718	3.658	2.984
HCM Lane V/C Ratio	0.027	0.049	0.11	0.089	0.162	0.142	0.041	0.11
HCM Control Delay	8.9	8.3	8.7	8.1	8.8	8.5	8.9	8.6
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.4	0.3	0.6	0.5	0.1	0.4

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	67	41	66	143	5	23	83	56	9	98	6
Future Vol, veh/h	5	67	41	66	143	5	23	83	56	9	98	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	76	47	75	163	6	26	94	64	10	111	7
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	8.8	9.8	9.2	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	36%	0%	13%	0%	48%	0%	16%	0%
Vol Thru, %	64%	43%	87%	45%	52%	93%	84%	89%
Vol Right, %	0%	57%	0%	55%	0%	7%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	98	39	75	138	77	58	55
LT Vol	23	0	5	0	66	0	9	0
Through Vol	42	42	34	34	72	72	49	49
RT Vol	0	56	0	41	0	5	0	6
Lane Flow Rate	73	111	44	85	156	87	66	62
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.118	0.16	0.069	0.122	0.247	0.13	0.105	0.097
Departure Headway (Hd)	5.79	5.204	5.657	5.203	5.685	5.397	5.75	5.595
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	615	684	627	682	627	659	618	635
Service Time	3.568	2.983	3.447	2.992	3.464	3.176	3.535	3.38
HCM Lane V/C Ratio	0.119	0.162	0.07	0.125	0.249	0.132	0.107	0.098
HCM Control Delay	9.4	9	8.9	8.7	10.3	9	9.2	9
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.4	0.6	0.2	0.4	1	0.4	0.4	0.3

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	109	0	12	203	8	4	9	17	5	23	10
Future Vol, veh/h	9	109	0	12	203	8	4	9	17	5	23	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	118	0	13	221	9	4	10	18	5	25	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	118	0	0	287	394	59	336	390	115
Stage 1	-	-	-	-	-	-	138	138	-	252	252	-
Stage 2	-	-	-	-	-	-	149	256	-	84	138	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1350	-	-	1483	-	-	648	546	1001	599	548	922
Stage 1	-	-	-	-	-	-	857	786	-	736	702	-
Stage 2	-	-	-	-	-	-	844	699	-	920	786	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1350	-	-	1483	-	-	609	536	1001	572	538	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	609	536	-	572	538	-
Stage 1	-	-	-	-	-	-	850	780	-	730	695	-
Stage 2	-	-	-	-	-	-	796	692	-	885	780	-

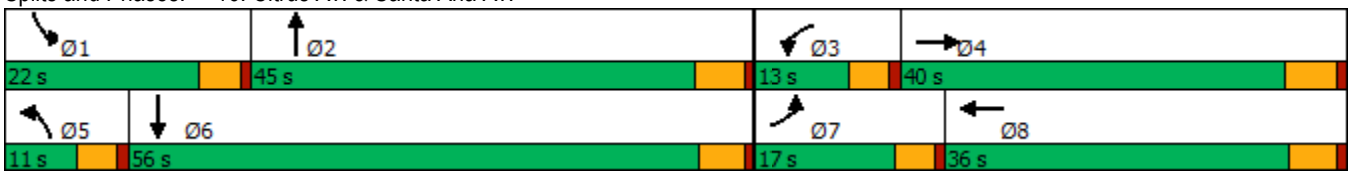
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.4	10.1	11.3
HCM LOS			B	B

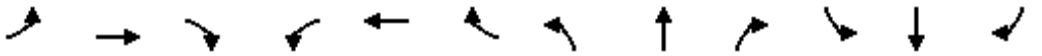
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	744	1350	-	-	1483	-	-	610
HCM Lane V/C Ratio	0.044	0.007	-	-	0.009	-	-	0.068
HCM Control Delay (s)	10.1	7.7	0	-	7.4	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	66	47	29	117	7	445	92	300
Future Volume (vph)	66	47	29	117	7	445	92	300
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.8	9.6	34.4	9.6	34.4	9.6	34.0
Total Split (s)	17.0	40.0	13.0	36.0	11.0	45.0	22.0	56.0
Total Split (%)	14.2%	33.3%	10.8%	30.0%	9.2%	37.5%	18.3%	46.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	4.4	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	5.4	4.6	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.9	16.1	6.6	10.9	6.0	18.0	8.8	27.5
Actuated g/C Ratio	0.13	0.26	0.11	0.18	0.10	0.29	0.14	0.45
v/c Ratio	0.30	0.07	0.16	0.31	0.04	0.49	0.38	0.27
Control Delay	35.0	18.1	36.0	16.6	37.6	22.9	34.6	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	18.1	36.0	16.6	37.6	22.9	34.6	12.3
LOS	D	B	D	B	D	C	C	B
Approach Delay		27.1		19.1		23.1		16.5
Approach LOS		C		B		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 61.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Citrus Av. & Santa Ana Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	47	11	29	117	83	7	445	38	92	300	99
Future Volume (veh/h)	66	47	11	29	117	83	7	445	38	92	300	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	50	11	31	124	43	7	473	34	98	319	93
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	439	93	65	315	105	17	878	63	146	909	261
Arrive On Green	0.07	0.15	0.15	0.04	0.12	0.12	0.01	0.26	0.26	0.08	0.33	0.33
Sat Flow, veh/h	1810	2959	630	1810	2659	886	1810	3411	244	1810	2768	794
Grp Volume(v), veh/h	70	30	31	31	83	84	7	250	257	98	206	206
Grp Sat Flow(s),veh/h/ln	1810	1805	1784	1810	1805	1740	1810	1805	1850	1810	1805	1756
Q Serve(g_s), s	1.6	0.6	0.6	0.7	1.8	1.9	0.2	5.1	5.1	2.2	3.7	3.8
Cycle Q Clear(g_c), s	1.6	0.6	0.6	0.7	1.8	1.9	0.2	5.1	5.1	2.2	3.7	3.8
Prop In Lane	1.00		0.35	1.00		0.51	1.00		0.13	1.00		0.45
Lane Grp Cap(c), veh/h	120	268	265	65	214	206	17	465	476	146	593	577
V/C Ratio(X)	0.59	0.11	0.12	0.48	0.39	0.41	0.41	0.54	0.54	0.67	0.35	0.36
Avail Cap(c_a), veh/h	525	1445	1428	356	1293	1247	271	1673	1715	737	2155	2097
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	15.7	15.8	20.2	17.4	17.4	21.0	13.7	13.7	19.1	10.9	10.9
Incr Delay (d2), s/veh	1.7	0.2	0.2	2.0	1.1	1.3	5.9	1.0	1.0	2.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.2	0.3	0.7	0.7	0.1	1.7	1.8	0.9	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	15.9	16.0	22.2	18.5	18.7	27.0	14.6	14.6	21.1	11.2	11.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		131			198			514			510	
Approach Delay, s/veh		18.7			19.2			14.8			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	16.4	6.1	12.1	5.0	19.4	7.4	10.9
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	* 5.8
Max Green Setting (Gmax), s	17.4	39.6	8.4	34.2	6.4	* 51	12.4	* 31
Max Q Clear Time (g_c+I1), s	4.2	7.1	2.7	2.6	2.2	5.8	3.6	3.9
Green Ext Time (p_c), s	0.1	3.0	0.0	0.2	0.0	2.5	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

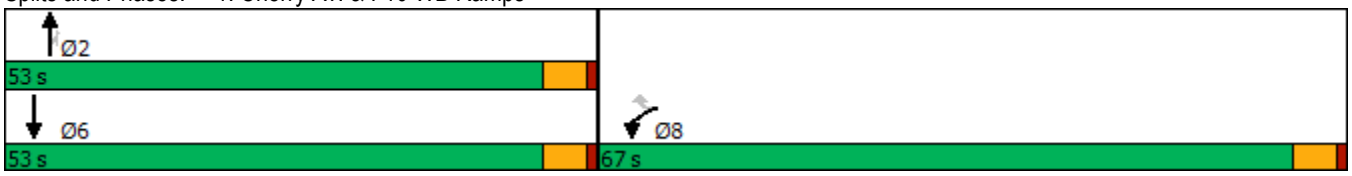
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	544	566	1389	384	1885
Future Volume (vph)	544	566	1389	384	1885
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		2	
Detector Phase	8	8	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6
Total Split (s)	67.0	67.0	53.0	53.0	53.0
Total Split (%)	55.8%	55.8%	44.2%	44.2%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	37.3	37.3	34.5	34.5	34.5
Actuated g/C Ratio	0.45	0.45	0.42	0.42	0.42
v/c Ratio	0.35	0.80	0.66	0.47	0.71
Control Delay	15.6	28.8	22.3	7.9	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	28.8	22.3	7.9	22.8
LOS	B	C	C	A	C
Approach Delay	22.3		19.2		22.8
Approach LOS	C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 82.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 21.3	Intersection LOS: C
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Cherry Av. & I-10 WB Ramps





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	544	566	1389	384	0	1885
Future Volume (veh/h)	544	566	1389	384	0	1885
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900
Adj Flow Rate, veh/h	561	550	1432	0	0	1943
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1358	623	2350		0	2961
Arrive On Green	0.39	0.39	0.45	0.00	0.00	0.45
Sat Flow, veh/h	3510	1610	5358	1610	0	7068
Grp Volume(v), veh/h	561	550	1432	0	0	1943
Grp Sat Flow(s),veh/h/ln	1755	1610	1729	1610	0	1634
Q Serve(g_s), s	7.3	19.9	13.0	0.0	0.0	14.4
Cycle Q Clear(g_c), s	7.3	19.9	13.0	0.0	0.0	14.4
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	1358	623	2350		0	2961
V/C Ratio(X)	0.41	0.88	0.61		0.00	0.66
Avail Cap(c_a), veh/h	3486	1599	3988		0	5025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	17.8	12.9	0.0	0.0	13.3
Incr Delay (d2), s/veh	0.1	1.7	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.8	3.9	0.0	0.0	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	19.5	13.0	0.0	0.0	13.4
LnGrp LOS	B	B	B		A	B
Approach Vol, veh/h	1111		1432			1943
Approach Delay, s/veh	16.8		13.0			13.4
Approach LOS	B		B			B

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		33.3			33.3	29.2
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		48.0			48.0	62.0
Max Q Clear Time (g_c+I1), s		15.0			16.4	21.9
Green Ext Time (p_c), s		7.5			11.8	2.3

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

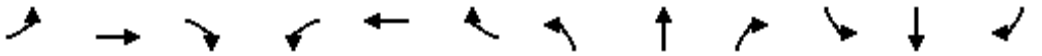
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	495	52	543	1277	457	661	1362
Future Volume (vph)	495	52	543	1277	457	661	1362
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	25.0	9.0	10.0
Total Split (s)	42.0	42.0	42.0	45.0	45.0	33.0	78.0
Total Split (%)	35.0%	35.0%	35.0%	37.5%	37.5%	27.5%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	28.7	28.7	28.7	33.8	33.8	24.1	62.1
Actuated g/C Ratio	0.28	0.28	0.28	0.33	0.33	0.24	0.61
v/c Ratio	0.81	0.80	0.76	0.77	0.69	0.83	0.45
Control Delay	49.0	44.1	40.8	34.8	21.6	47.6	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	44.1	40.8	34.8	21.6	47.6	11.4
LOS	D	D	D	C	C	D	B
Approach Delay		44.7		31.3			23.2
Approach LOS		D		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 30.9	Intersection LOS: C
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Cherry Av. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	495	52	543	0	0	0	0	1277	457	661	1362	0
Future Volume (veh/h)	495	52	543	0	0	0	0	1277	457	661	1362	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	690	0	344				0	1330	455	689	1419	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	904	0	402				0	1847	573	794	3269	0
Arrive On Green	0.25	0.00	0.25				0.00	0.36	0.36	0.23	0.63	0.00
Sat Flow, veh/h	3619	0	1610				0	5358	1610	3510	5358	0
Grp Volume(v), veh/h	690	0	344				0	1330	455	689	1419	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1610	1755	1729	0
Q Serve(g_s), s	14.7	0.0	17.0				0.0	18.5	21.2	15.8	11.6	0.0
Cycle Q Clear(g_c), s	14.7	0.0	17.0				0.0	18.5	21.2	15.8	11.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	904	0	402				0	1847	573	794	3269	0
V/C Ratio(X)	0.76	0.00	0.85				0.00	0.72	0.79	0.87	0.43	0.00
Avail Cap(c_a), veh/h	1604	0	714				0	2486	772	1220	4536	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	29.9				0.0	23.3	24.1	31.1	7.9	0.0
Incr Delay (d2), s/veh	0.5	0.0	2.1				0.0	0.4	2.9	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	6.3				0.0	6.8	7.7	6.5	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	31.9				0.0	23.6	27.0	33.9	7.9	0.0
LnGrp LOS	C	A	C				A	C	C	C	A	A
Approach Vol, veh/h		1034						1785			2108	
Approach Delay, s/veh		30.3						24.5			16.4	
Approach LOS		C						C			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.9	34.7		25.9		57.6						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	40.0		37.0		73.0						
Max Q Clear Time (g_c+I1), s	17.8	23.2		19.0		13.6						
Green Ext Time (p_c), s	1.1	6.6		1.8		7.7						

Intersection Summary												
HCM 6th Ctrl Delay			22.2									
HCM 6th LOS			C									

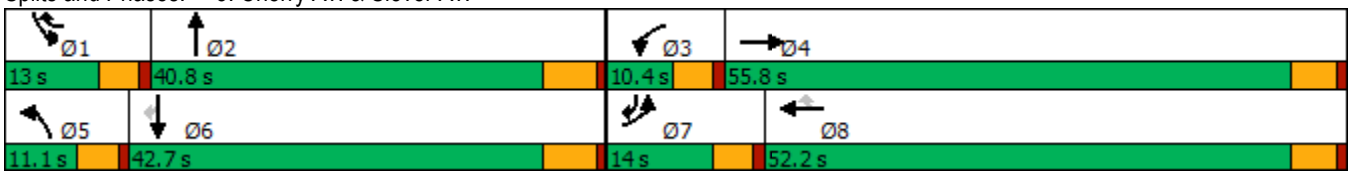
Notes

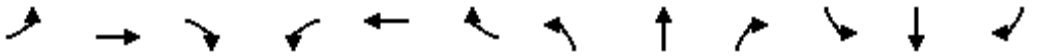
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	441	617	71	259	404	57	809	376	1034	495
Future Volume (vph)	441	617	71	259	404	57	809	376	1034	495
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	14.0	55.8	10.4	52.2	13.0	11.1	40.8	13.0	42.7	14.0
Total Split (%)	11.7%	46.5%	8.7%	43.5%	10.8%	9.3%	34.0%	10.8%	35.6%	11.7%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	9.8	28.3	5.8	21.7	31.1	6.4	23.3	8.8	28.4	44.3
Actuated g/C Ratio	0.12	0.33	0.07	0.26	0.37	0.08	0.27	0.10	0.33	0.52
v/c Ratio	1.11	0.59	0.31	0.30	0.68	0.44	0.63	1.06	0.63	0.50
Control Delay	114.9	26.1	47.5	25.7	21.8	54.8	29.8	103.0	27.8	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.9	26.1	47.5	25.7	21.8	54.8	29.8	103.0	27.8	5.8
LOS	F	C	D	C	C	D	C	F	C	A
Approach Delay		61.2		25.7			31.3		36.9	
Approach LOS		E		C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 39.9	Intersection LOS: D
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	617	57	71	259	404	57	809	44	376	1034	495
Future Volume (veh/h)	441	617	57	71	259	404	57	809	44	376	1034	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	464	649	56	75	273	304	60	852	38	396	1088	378
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	364	965	83	173	804	521	82	1337	58	325	1942	786
Arrive On Green	0.13	0.30	0.30	0.05	0.23	0.23	0.05	0.26	0.26	0.11	0.33	0.33
Sat Flow, veh/h	3619	3363	290	3510	3610	1606	1810	5090	227	3619	5187	1610
Grp Volume(v), veh/h	464	348	357	75	273	304	60	578	312	396	1088	378
Grp Sat Flow(s),veh/h/ln	1810	1805	1848	1755	1805	1606	1810	1729	1859	1810	1729	1610
Q Serve(g_s), s	9.4	12.4	12.4	1.5	4.7	11.4	2.4	11.0	11.0	8.1	13.2	12.4
Cycle Q Clear(g_c), s	9.4	12.4	12.4	1.5	4.7	11.4	2.4	11.0	11.0	8.1	13.2	12.4
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	364	518	530	173	804	521	82	907	487	325	1942	786
V/C Ratio(X)	1.28	0.67	0.67	0.43	0.34	0.58	0.73	0.64	0.64	1.22	0.56	0.48
Avail Cap(c_a), veh/h	460	1234	1263	275	2292	1202	159	1635	879	411	2586	1007
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	26.6	26.6	38.8	27.5	23.8	39.6	24.4	24.4	42.5	20.5	14.2
Incr Delay (d2), s/veh	143.5	1.5	1.5	0.6	0.2	1.0	4.6	0.8	1.4	121.3	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	5.9	6.0	0.7	2.2	4.7	1.3	4.3	4.7	9.1	5.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	185.6	28.1	28.1	39.4	27.7	24.8	44.2	25.4	26.1	163.9	20.8	14.7
LnGrp LOS	F	C	C	D	C	C	D	C	C	F	C	B
Approach Vol, veh/h		1169			652			950			1862	
Approach Delay, s/veh		90.6			27.7			26.8			50.0	
Approach LOS		F			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	25.1	8.5	27.4	8.1	29.9	14.0	22.0
Change Period (Y+Rc), s	4.6	5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	8.4	35.0	5.8	50.6	6.5	36.9	9.4	47.0
Max Q Clear Time (g_c+I1), s	10.1	13.0	3.5	14.4	4.4	15.2	11.4	13.4
Green Ext Time (p_c), s	0.0	5.4	0.0	4.3	0.0	8.9	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	951	13	20	557	6	38	5	33	5	3	36
Future Vol, veh/h	33	951	13	20	557	6	38	5	33	5	3	36
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	1093	15	23	640	7	44	6	38	6	3	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	648	0	0	1108	0	0	1545	1871	554	1317	1875	325
Stage 1	-	-	-	-	-	-	1177	1177	-	691	691	-
Stage 2	-	-	-	-	-	-	368	694	-	626	1184	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	947	-	-	638	-	-	80	73	481	117	73	677
Stage 1	-	-	-	-	-	-	206	267	-	406	449	-
Stage 2	-	-	-	-	-	-	630	447	-	443	265	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	946	-	-	638	-	-	70	68	481	99	68	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	155	171	-	216	165	-
Stage 1	-	-	-	-	-	-	198	256	-	389	432	-
Stage 2	-	-	-	-	-	-	566	430	-	383	254	-

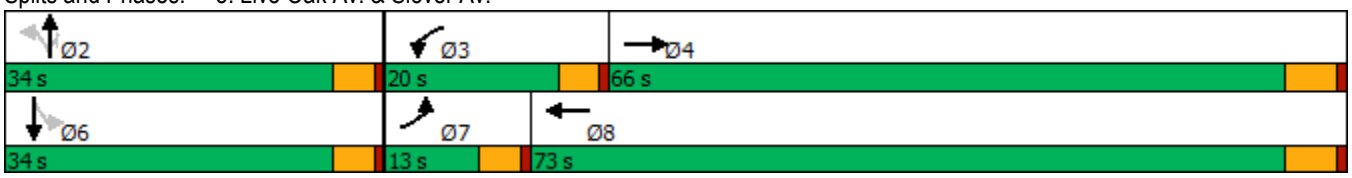
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	31.4	13.7
HCM LOS			D	B

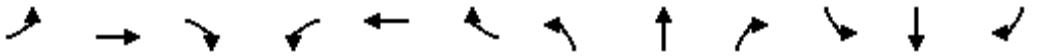
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	222	946	-	-	638	-	-	465
HCM Lane V/C Ratio	0.393	0.04	-	-	0.036	-	-	0.109
HCM Control Delay (s)	31.4	9	-	-	10.9	-	-	13.7
HCM Lane LOS	D	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	1.8	0.1	-	-	0.1	-	-	0.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	946	62	535	27	5	124	30	7
Future Volume (vph)	9	946	62	535	27	5	124	30	7
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	22.8	14.7	14.7	14.7	27.7	27.7
Total Split (s)	13.0	66.0	20.0	73.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	10.8%	55.0%	16.7%	60.8%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8		4.7	4.7		4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	5.5	29.4	7.4	35.0		12.4	12.4		12.4
Actuated g/C Ratio	0.09	0.49	0.12	0.58		0.21	0.21		0.21
v/c Ratio	0.06	0.61	0.30	0.29		0.11	0.31		0.16
Control Delay	33.7	14.5	32.2	7.5		24.1	7.4		21.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	33.7	14.5	32.2	7.5		24.1	7.4		21.0
LOS	C	B	C	A		C	A		C
Approach Delay		14.7		10.0		10.8			21.0
Approach LOS		B		A		B			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Live Oak Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	946	42	62	535	20	27	5	124	30	7	9
Future Volume (veh/h)	9	946	42	62	535	20	27	5	124	30	7	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1028	44	67	582	22	29	5	83	33	8	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	1537	66	112	1717	65	369	53	300	287	70	45
Arrive On Green	0.01	0.44	0.44	0.06	0.48	0.48	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3527	151	1810	3544	134	1233	286	1610	866	377	242
Grp Volume(v), veh/h	10	526	546	67	296	308	34	0	83	49	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1872	1520	0	1610	1485	0	0
Q Serve(g_s), s	0.3	11.1	11.1	1.7	4.8	4.8	0.0	0.0	2.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.3	11.1	11.1	1.7	4.8	4.8	0.7	0.0	2.1	1.1	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.07	0.85		1.00	0.67		0.16
Lane Grp Cap(c), veh/h	24	787	816	112	874	907	423	0	300	403	0	0
V/C Ratio(X)	0.42	0.67	0.67	0.60	0.34	0.34	0.08	0.00	0.28	0.12	0.00	0.00
Avail Cap(c_a), veh/h	318	2276	2362	584	2541	2635	1053	0	988	1019	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.4	10.7	10.7	21.8	7.6	7.6	16.1	0.0	16.7	16.2	0.0	0.0
Incr Delay (d2), s/veh	4.5	1.0	1.0	1.9	0.2	0.2	0.1	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.1	3.2	0.7	1.2	1.3	0.3	0.0	0.7	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	11.7	11.7	23.8	7.8	7.8	16.2	0.0	17.2	16.4	0.0	0.0
LnGrp LOS	C	B	B	C	A	A	B	A	B	B	A	A
Approach Vol, veh/h		1082			671			117			49	
Approach Delay, s/veh		11.8			9.4			16.9			16.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.6	7.5	26.6	13.6	5.2	28.9
Change Period (Y+Rc), s	* 4.7	4.6	5.8	* 4.7	4.6	5.8
Max Green Setting (Gmax), s	* 29	15.4	60.2	* 29	8.4	67.2
Max Q Clear Time (g_c+I1), s	4.1	3.7	13.1	3.1	2.3	6.8
Green Ext Time (p_c), s	0.4	0.0	7.7	0.2	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	1241	93	14	498	14	74	0	26	11	4	28
Future Vol, veh/h	21	1241	93	14	498	14	74	0	26	11	4	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	1320	99	15	530	15	79	0	28	12	4	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	545	0	0	1419	0	0	1714	1989	710	1272	2031	276
Stage 1	-	-	-	-	-	-	1414	1414	-	568	568	-
Stage 2	-	-	-	-	-	-	300	575	-	704	1463	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1034	-	-	486	-	-	~ 59	62	381	127	58	727
Stage 1	-	-	-	-	-	-	147	206	-	480	510	-
Stage 2	-	-	-	-	-	-	690	506	-	398	195	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1034	-	-	486	-	-	~ 53	59	381	113	55	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	151	-	232	137	-
Stage 1	-	-	-	-	-	-	144	202	-	470	494	-
Stage 2	-	-	-	-	-	-	634	490	-	361	191	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	77.3	16
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	1034	-	-	486	-	-	373
HCM Lane V/C Ratio	0.729	0.022	-	-	0.031	-	-	0.123
HCM Control Delay (s)	77.3	8.6	-	-	12.6	-	-	16
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	4.3	0.1	-	-	0.1	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	28	7	52	9	19	2	78	36	30	46	3
Future Vol, veh/h	12	28	7	52	9	19	2	78	36	30	46	3
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	35	9	66	11	24	3	99	46	38	58	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	35	0	0	45	0	0	238	238	25	254	230	18
Stage 1	-	-	-	-	-	-	71	71	-	155	155	-
Stage 2	-	-	-	-	-	-	167	167	-	99	75	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1589	-	-	1576	-	-	702	666	1052	684	673	1063
Stage 1	-	-	-	-	-	-	936	840	-	838	773	-
Stage 2	-	-	-	-	-	-	824	764	-	902	836	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1574	-	-	624	630	1049	552	637	1063
Mov Cap-2 Maneuver	-	-	-	-	-	-	624	630	-	552	637	-
Stage 1	-	-	-	-	-	-	926	831	-	830	740	-
Stage 2	-	-	-	-	-	-	724	731	-	751	827	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	4.8	11.3	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	719	1589	-	-	1574	-	-	611
HCM Lane V/C Ratio	0.204	0.01	-	-	0.042	-	-	0.164
HCM Control Delay (s)	11.3	7.3	0	-	7.4	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	13	103	4	14	92
Future Vol, veh/h	3	13	103	4	14	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	14	112	4	15	100

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	244	114	0	0	116	0
Stage 1	114	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	749	944	-	-	1485	-
Stage 1	916	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	944	-	-	1485	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	898	1485	-
HCM Lane V/C Ratio	-	-	0.019	0.01	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	36	71	4	10	85
Future Vol, veh/h	13	36	71	4	10	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	39	77	4	11	92

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	79	0	0	81	0
Stage 1	79	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	800	987	-	-	1529	-
Stage 1	949	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	987	-	-	1529	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	927	1529	-
HCM Lane V/C Ratio	-	-	0.057	0.007	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	70	17	55	53	41	22	105	109	32	145	14
Future Vol, veh/h	15	70	17	55	53	41	22	105	109	32	145	14
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	88	21	69	66	51	28	131	136	40	181	18
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.6	10	10	10
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	30%	0%	30%	0%	67%	0%	31%	0%
Vol Thru, %	70%	33%	70%	67%	33%	39%	69%	84%
Vol Right, %	0%	67%	0%	33%	0%	61%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	162	50	52	82	68	105	87
LT Vol	22	0	15	0	55	0	32	0
Through Vol	53	53	35	35	27	27	73	73
RT Vol	0	109	0	17	0	41	0	14
Lane Flow Rate	93	202	62	65	102	84	131	108
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.153	0.296	0.11	0.108	0.183	0.133	0.217	0.171
Departure Headway (Hd)	5.91	5.283	6.364	5.98	6.456	5.683	5.968	5.699
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	607	680	564	599	556	631	602	630
Service Time	3.639	3.012	4.099	3.715	4.188	3.415	3.698	3.429
HCM Lane V/C Ratio	0.153	0.297	0.11	0.109	0.183	0.133	0.218	0.171
HCM Control Delay	9.7	10.2	9.9	9.4	10.6	9.3	10.4	9.6
HCM Lane LOS	A	B	A	A	B	A	B	A
HCM 95th-tile Q	0.5	1.2	0.4	0.4	0.7	0.5	0.8	0.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	5	5	224	205	12
Future Vol, veh/h	12	5	5	224	205	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	5	5	243	223	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	362	118	236	0	-	0
Stage 1	230	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	616	918	1343	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	614	918	1343	-	-	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1343	-	680	-	-
HCM Lane V/C Ratio	0.004	-	0.027	-	-
HCM Control Delay (s)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	13	4	202	202	8
Future Vol, veh/h	27	13	4	202	202	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	14	4	220	220	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	343	115	229	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	633	922	1351	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	631	922	1351	-	-	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1351	-	703	-	-
HCM Lane V/C Ratio	0.003	-	0.062	-	-
HCM Control Delay (s)	7.7	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	175	5	8	114	10	22	19	31	18	21	14
Future Vol, veh/h	21	175	5	8	114	10	22	19	31	18	21	14
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	219	6	10	143	13	28	24	39	23	26	18
Number of Lanes	0	2	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9	8.6	8.6	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	19%	0%	12%	0%	100%	0%
Vol Thru, %	0%	38%	81%	95%	88%	85%	0%	60%
Vol Right, %	0%	62%	0%	5%	0%	15%	0%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	50	109	93	65	67	18	35
LT Vol	22	0	21	0	8	0	18	0
Through Vol	0	19	88	88	57	57	0	21
RT Vol	0	31	0	5	0	10	0	14
Lane Flow Rate	28	62	136	116	81	84	22	44
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.047	0.089	0.195	0.162	0.118	0.118	0.038	0.065
Departure Headway (Hd)	6.088	5.147	5.171	5.036	5.222	5.055	6.117	5.33
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	587	694	693	711	685	708	584	669
Service Time	3.839	2.898	2.911	2.775	2.965	2.798	3.87	3.083
HCM Lane V/C Ratio	0.048	0.089	0.196	0.163	0.118	0.119	0.038	0.066
HCM Control Delay	9.1	8.4	9.2	8.8	8.7	8.5	9.1	8.5
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.7	0.6	0.4	0.4	0.1	0.2

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	198	20	68	102	9	22	79	65	18	99	8
Future Vol, veh/h	6	198	20	68	102	9	22	79	65	18	99	8
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	248	25	85	128	11	28	99	81	23	124	10
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.3	10.6	10	10
HCM LOS	B	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	36%	0%	6%	0%	57%	0%	27%	0%
Vol Thru, %	64%	38%	94%	83%	43%	85%	73%	86%
Vol Right, %	0%	62%	0%	17%	0%	15%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	105	105	119	119	60	68	58
LT Vol	22	0	6	0	68	0	18	0
Through Vol	40	40	99	99	51	51	50	50
RT Vol	0	65	0	20	0	9	0	8
Lane Flow Rate	77	131	131	149	149	75	84	72
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.135	0.207	0.216	0.239	0.258	0.122	0.149	0.122
Departure Headway (Hd)	6.339	5.717	5.922	5.774	6.247	5.852	6.363	6.129
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	566	627	606	622	576	613	564	584
Service Time	4.077	3.455	3.655	3.507	3.982	3.587	4.104	3.87
HCM Lane V/C Ratio	0.136	0.209	0.216	0.24	0.259	0.122	0.149	0.123
HCM Control Delay	10.1	10	10.3	10.3	11.2	9.4	10.2	9.7
HCM Lane LOS	B	A	B	B	B	A	B	A
HCM 95th-tile Q	0.5	0.8	0.8	0.9	1	0.4	0.5	0.4

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	277	0	11	150	7	0	9	52	16	17	8
Future Vol, veh/h	11	277	0	11	150	7	0	9	52	16	17	8
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	338	0	13	183	9	0	11	63	20	21	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	338	0	0	492	583	169	416	579	97
Stage 1	-	-	-	-	-	-	364	364	-	215	215	-
Stage 2	-	-	-	-	-	-	128	219	-	201	364	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1392	-	-	1232	-	-	464	427	852	526	429	947
Stage 1	-	-	-	-	-	-	633	627	-	773	729	-
Stage 2	-	-	-	-	-	-	868	726	-	788	627	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1232	-	-	434	416	852	468	418	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	434	416	-	468	418	-
Stage 1	-	-	-	-	-	-	625	619	-	763	720	-
Stage 2	-	-	-	-	-	-	824	717	-	708	619	-

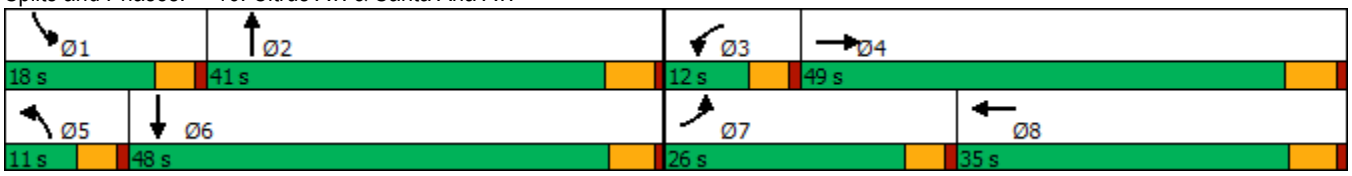
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	10.4	13.1
HCM LOS			B	B

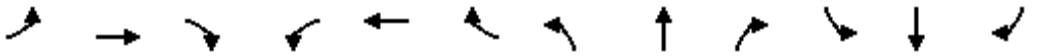
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	738	1391	-	-	1232	-	-	492
HCM Lane V/C Ratio	0.101	0.01	-	-	0.011	-	-	0.102
HCM Control Delay (s)	10.4	7.6	0	-	8	0	-	13.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	178	155	24	95	15	436	76	327
Future Volume (vph)	178	155	24	95	15	436	76	327
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.8	9.6	34.4	9.6	34.4	9.6	34.0
Total Split (s)	26.0	49.0	12.0	35.0	11.0	41.0	18.0	48.0
Total Split (%)	21.7%	40.8%	10.0%	29.2%	9.2%	34.2%	15.0%	40.0%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	4.4	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	5.4	4.6	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	12.3	24.0	6.3	10.4	6.0	16.3	8.3	25.5
Actuated g/C Ratio	0.18	0.36	0.09	0.16	0.09	0.24	0.12	0.38
v/c Ratio	0.56	0.14	0.15	0.30	0.10	0.56	0.36	0.30
Control Delay	36.5	17.8	40.0	18.4	40.8	27.0	38.4	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	17.8	40.0	18.4	40.8	27.0	38.4	16.2
LOS	D	B	D	B	D	C	D	B
Approach Delay		27.4		21.1		27.4		19.9
Approach LOS		C		C		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 48.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Citrus Av. & Santa Ana Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	155	14	24	95	74	15	436	32	76	327	60
Future Volume (veh/h)	178	155	14	24	95	74	15	436	32	76	327	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	163	15	25	100	78	16	459	34	80	344	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	760	69	54	247	177	36	772	57	126	841	152
Arrive On Green	0.13	0.23	0.23	0.03	0.12	0.12	0.02	0.23	0.23	0.07	0.28	0.28
Sat Flow, veh/h	1810	3340	304	1810	2008	1438	1810	3408	252	1810	3046	551
Grp Volume(v), veh/h	187	87	91	25	89	89	16	242	251	80	202	205
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1641	1810	1805	1855	1810	1805	1792
Q Serve(g_s), s	4.6	1.8	1.8	0.6	2.1	2.3	0.4	5.5	5.5	2.0	4.2	4.3
Cycle Q Clear(g_c), s	4.6	1.8	1.8	0.6	2.1	2.3	0.4	5.5	5.5	2.0	4.2	4.3
Prop In Lane	1.00		0.17	1.00		0.88	1.00		0.14	1.00		0.31
Lane Grp Cap(c), veh/h	243	410	418	54	222	202	36	409	420	126	498	495
V/C Ratio(X)	0.77	0.21	0.22	0.46	0.40	0.44	0.44	0.59	0.60	0.63	0.41	0.41
Avail Cap(c_a), veh/h	848	1707	1740	293	1170	1064	254	1407	1446	531	1699	1687
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	14.3	14.3	21.8	18.5	18.6	22.1	15.8	15.8	20.7	13.5	13.5
Incr Delay (d2), s/veh	2.0	0.3	0.3	2.3	1.2	1.5	3.1	1.4	1.4	2.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.6	0.6	0.3	0.8	0.8	0.2	2.0	2.0	0.8	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	14.6	14.6	24.1	19.6	20.1	25.2	17.2	17.2	22.6	14.0	14.1
LnGrp LOS	C	B	B	C	B	C	C	B	B	C	B	B
Approach Vol, veh/h		365			203			509			487	
Approach Delay, s/veh		17.9			20.4			17.4			15.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	15.7	6.0	16.2	5.5	18.0	10.7	11.4
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	* 5.8
Max Green Setting (Gmax), s	13.4	35.6	7.4	43.2	6.4	* 43	21.4	* 30
Max Q Clear Time (g_c+I1), s	4.0	7.5	2.6	3.8	2.4	6.3	6.6	4.3
Green Ext Time (p_c), s	0.0	2.8	0.0	0.9	0.0	2.4	0.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX 5.2: EAP (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

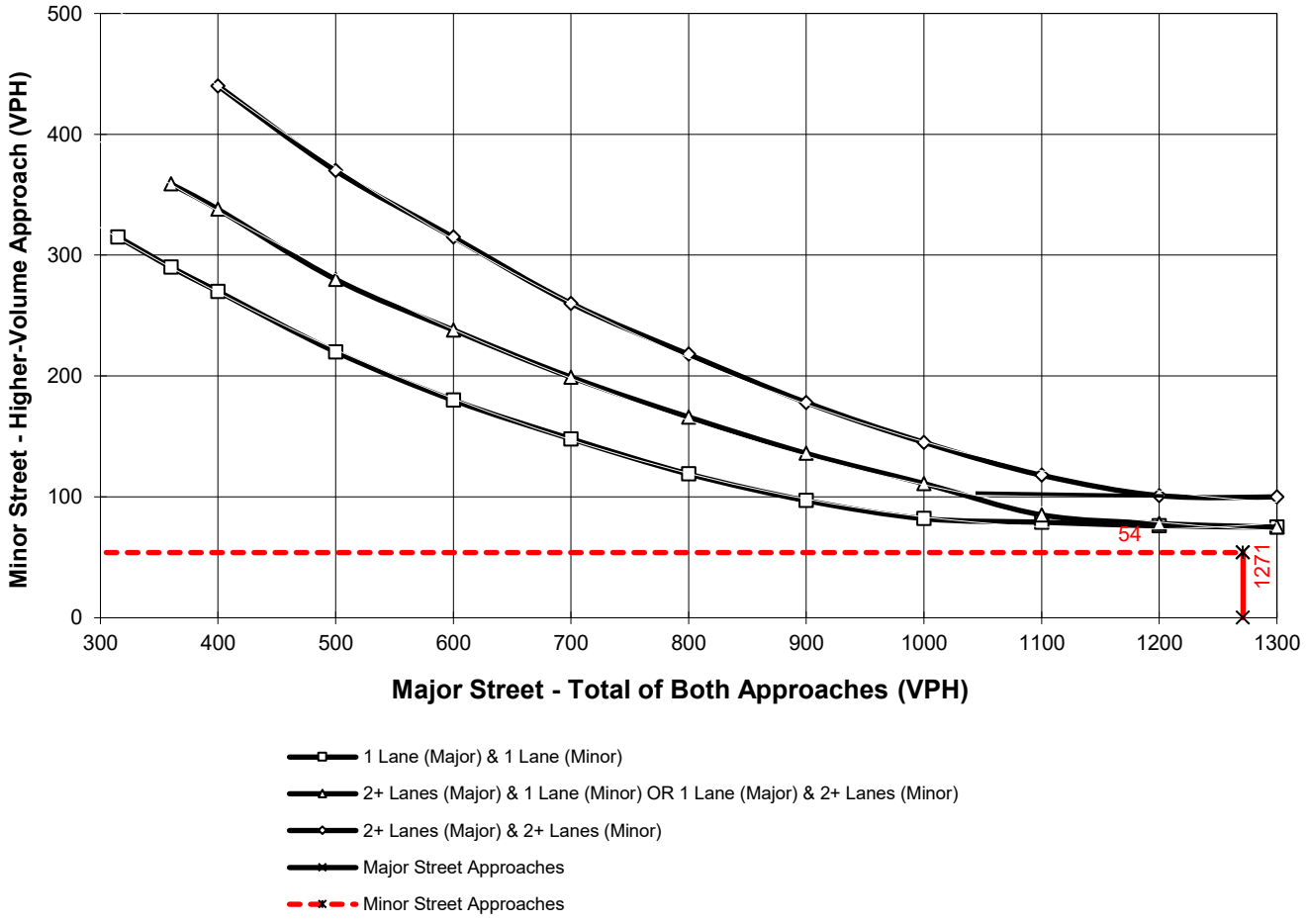
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Slover Av.**
Total of Both Approaches (VPH) = **1271**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Redwood Av.**
High Volume Approach (VPH) = **54**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

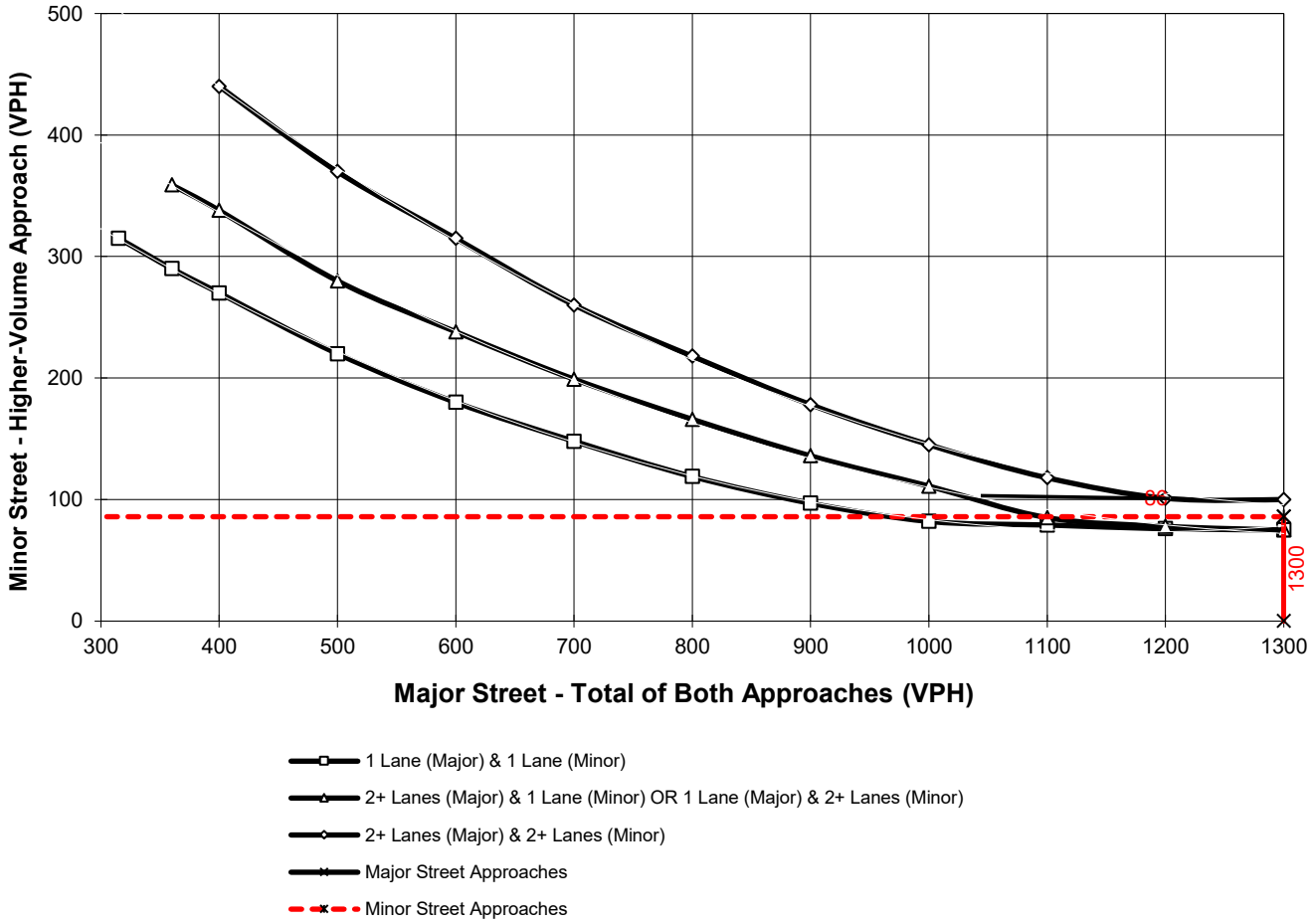
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

Major Street Name = **Slover Av.**
Total of Both Approaches (VPH) = **1531**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Hemlock Av.**
High Volume Approach (VPH) = **86**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

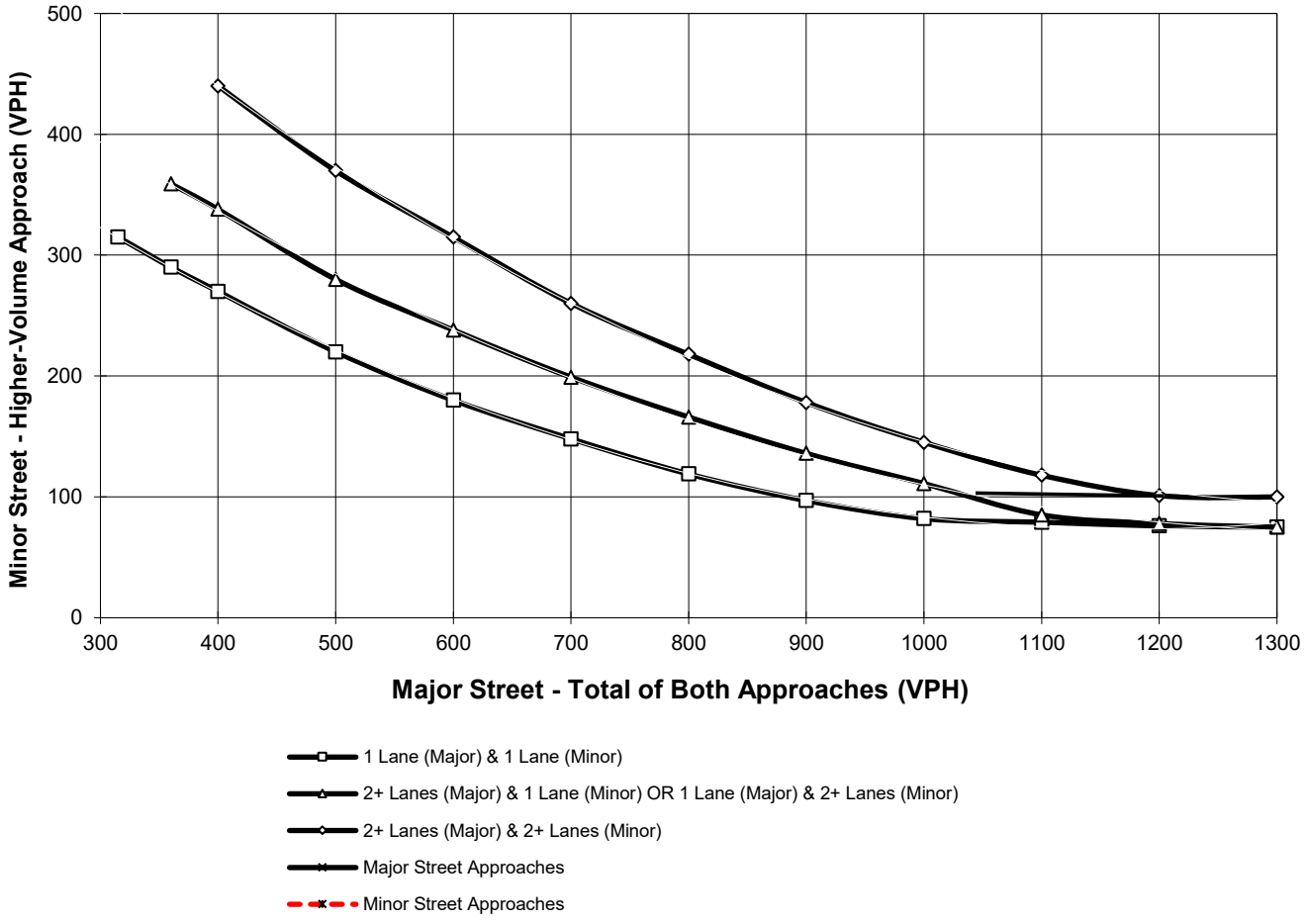
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **114**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Hemlock Av.** High Volume Approach (VPH) = **96**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

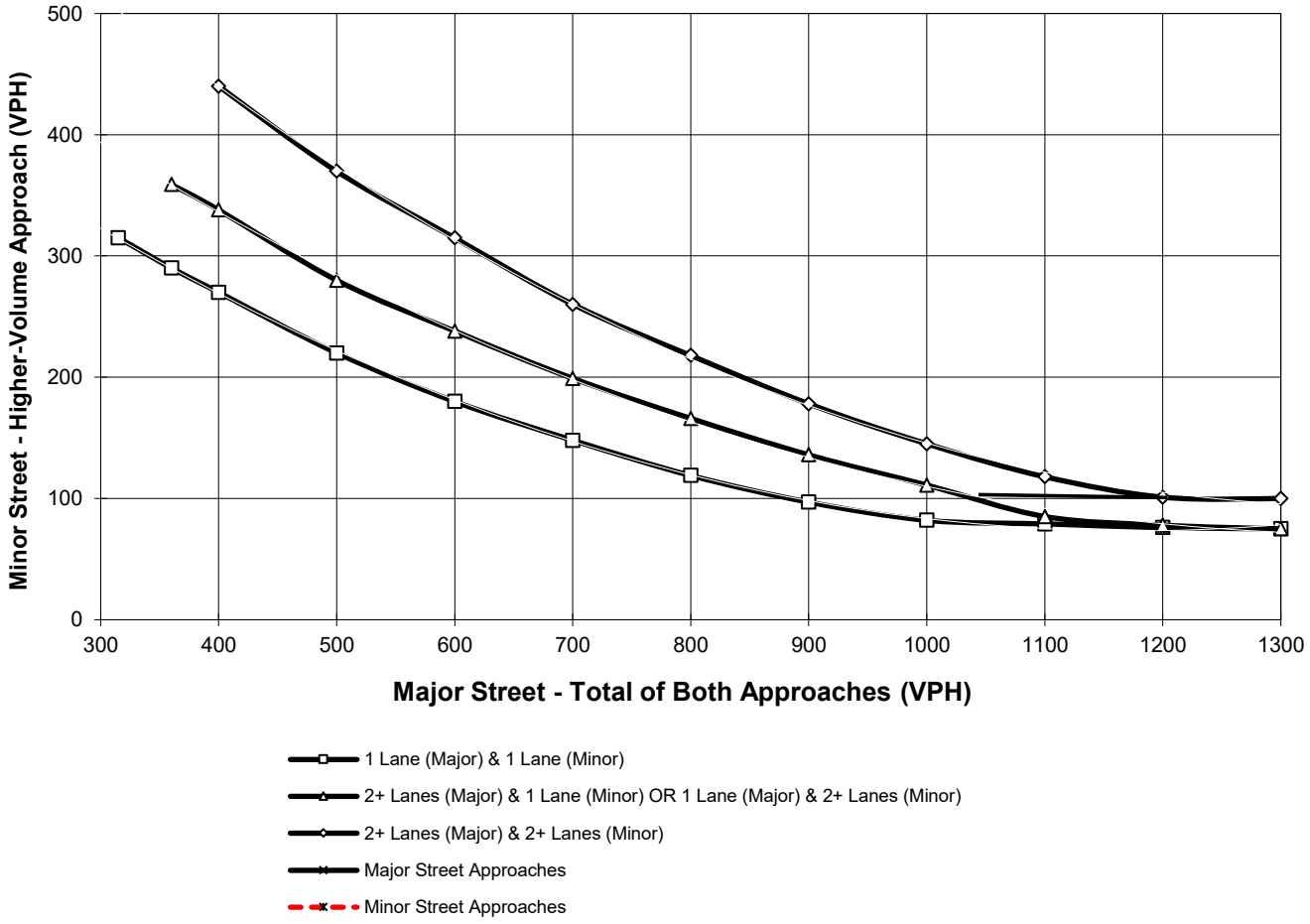
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Beech Av.** Total of Both Approaches (VPH) = **287**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Santa Ana Av.** High Volume Approach (VPH) = **175**
Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

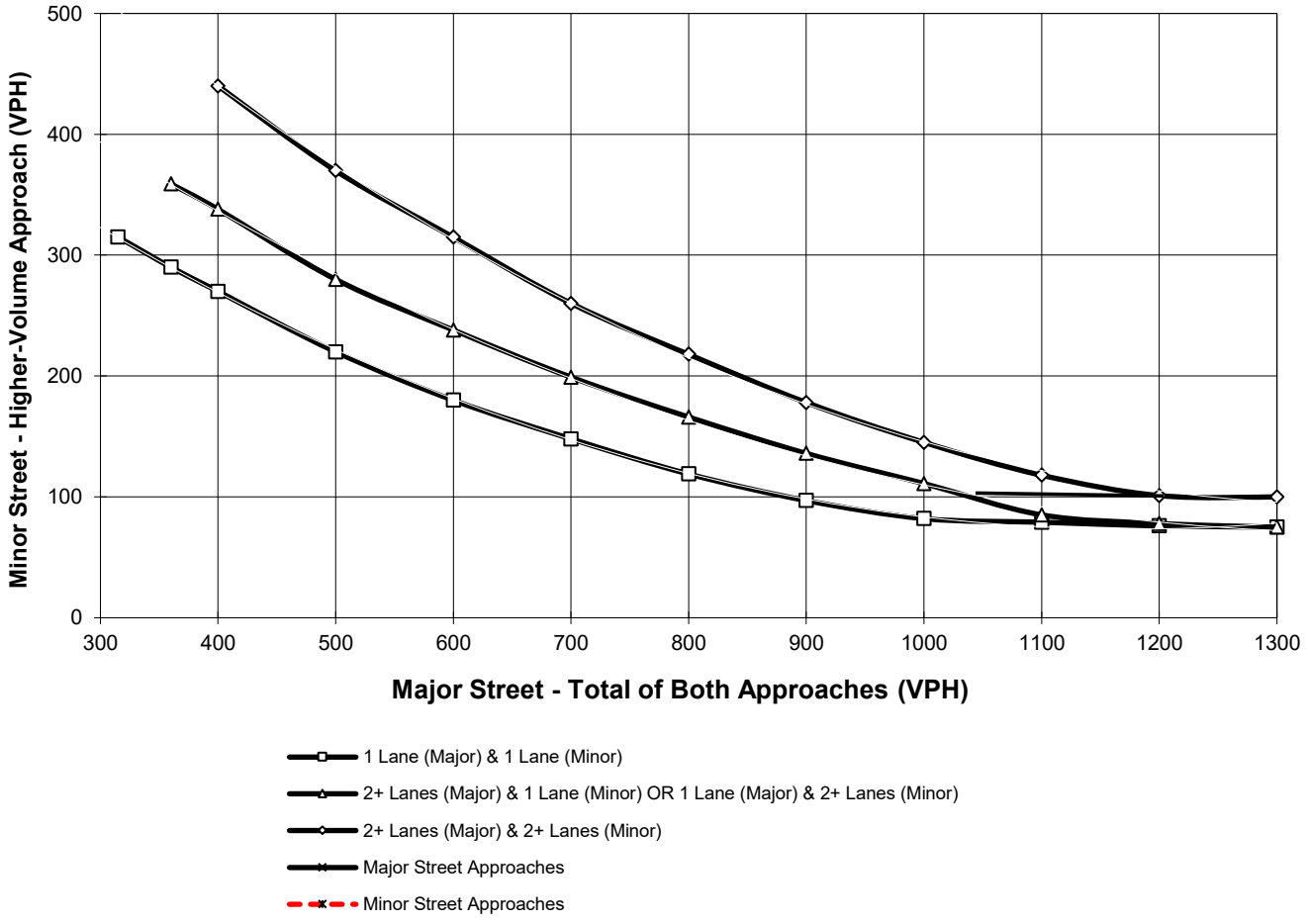
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **277**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Elm Av.** High Volume Approach (VPH) = **75**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

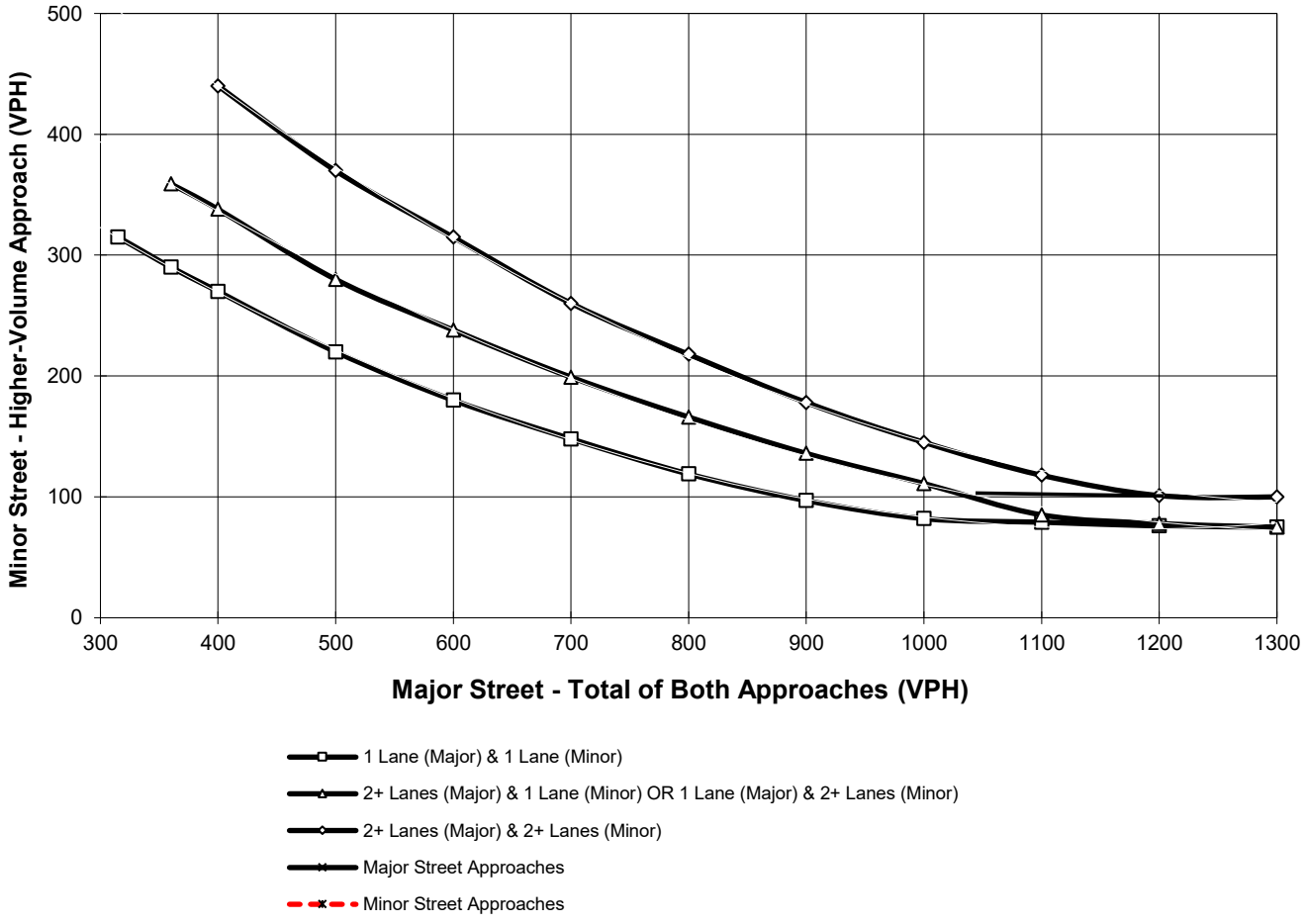
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **274**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Poplar Av.** High Volume Approach (VPH) = **143**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

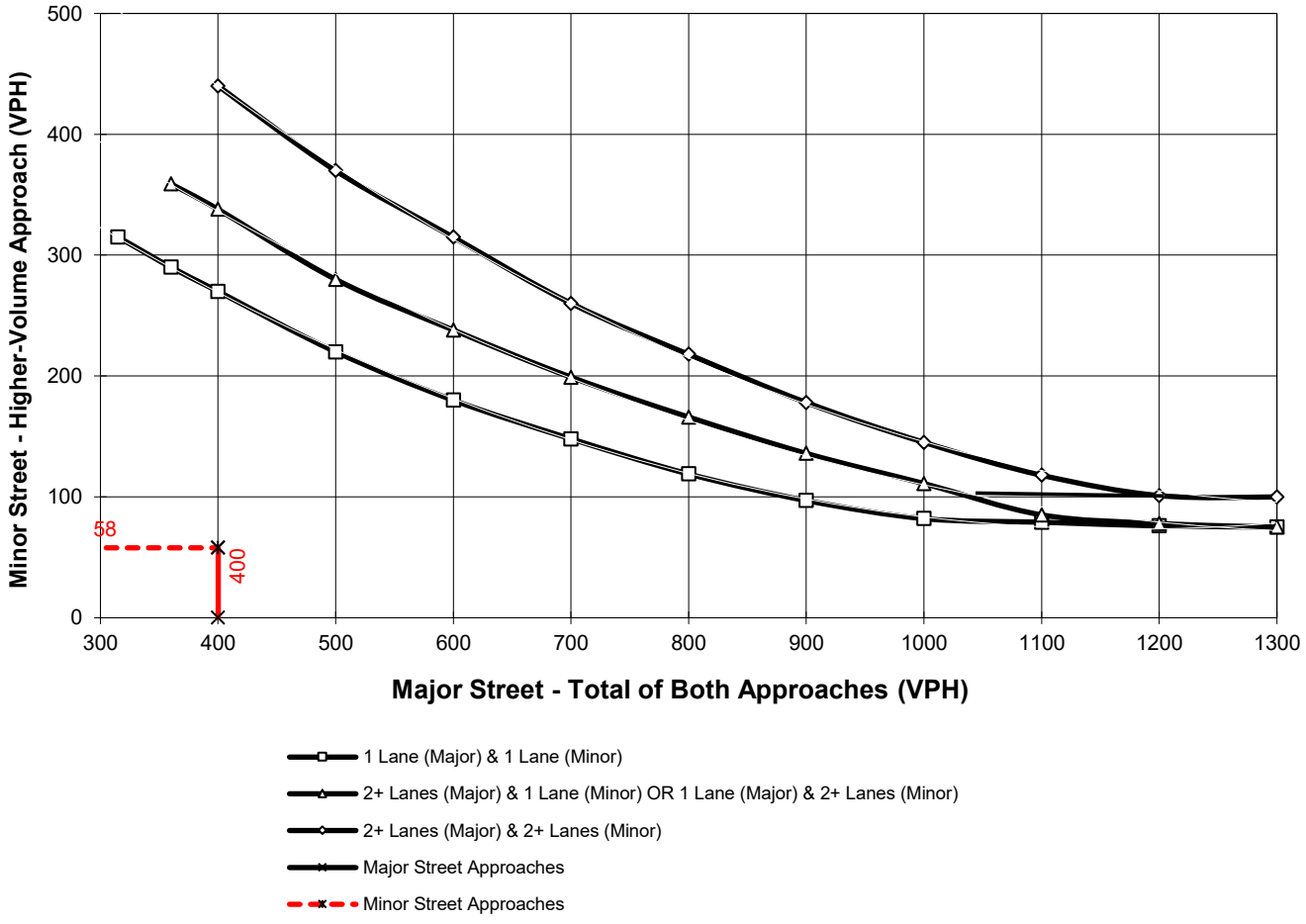
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **400**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Catawba Av.** High Volume Approach (VPH) = **58**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAP (2024)
				CALC CP	DATE	02/22/23
Jurisdiction: City of Fontana				CHK CP	DATE	02/22/23
Major Street: Beech Av.				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 4				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,471** vpd

Minor Street Future ADT = **222** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume						
Satisfied / XX Not Satisfied	*1*	*1*	8,000	5,600	2,400	1,680
XX	*2* + **4,471**	*1* **222**	9,600	6,720	2,400	1,680
	2 +	*2* +	9,600	6,720	3,200	2,240
	1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic						
Satisfied / XX Not Satisfied	*1*	*1*	12,000	8,400	1,200	850
XX	*2* + **4,471**	*1* **222**	14,400	10,080	1,200	850
	2 +	*2* +	14,400	10,080	1,600	1,120
	1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B						
Satisfied / XX Not Satisfied			2 CONDITIONS 80%		2 CONDITIONS 80%	
XX						
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 13%	**B** 26%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2024)
				CALC CP	DATE 02/22/23
Jurisdiction: City of Fontana				CHK CP	DATE 02/22/23
Major Street: Hemlock Av.				Critical Approach Speed (Major)	45 mph
Minor Street: Driveway 1				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,184** vpd Minor Street Future ADT = **138** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. √

or

In built up area of isolated community of < 10,000 population ……..

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
		Urban	Rural	Urban	Rural
1 **2,184**	*1* **138**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **2,184**	*1* **138**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 8% B: 16%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2024)
				CALC CP	DATE 02/22/23
Jurisdiction: City of Fontana				CHK CP	DATE 02/22/23
Major Street: Hemlock Av.				Critical Approach Speed (Major)	45 mph
Minor Street: Driveway 2				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,978** vpd Minor Street Future ADT = **272** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,978**	1 **272**	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,978**	1 **272**	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	Vehicles Per Day on Major Street	Vehicles Per Day on Higher-Volume Minor Street Approach
16%	24%	2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2024)
				CALC CP	DATE 02/22/23
Jurisdiction: City of Fontana				CHK CP	DATE 02/22/23
Major Street: Beech Av.				Critical Approach Speed (Major)	45 mph
Minor Street: Driveway 3				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,600** vpd Minor Street Future ADT = **137** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or

In built up area of isolated community of < 10,000 population …….. [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **4,600**	*1* **137**	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **4,600**	*1* **137**	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 8% B: 16%		2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2024)
				CALC CP	DATE 02/22/23
Jurisdiction: City of Fontana				CHK CP	DATE 02/22/23
Major Street: Beech Av.				Critical Approach Speed (Major)	45 mph
Minor Street: Driveway 4				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,471** vpd Minor Street Future ADT = **222** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. √

or

In built up area of isolated community of < 10,000 population ……..

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX / XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / *1*	8,000	5,600	2,400	1,680
2 + **4,471** / *1* **222**	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / *1*	12,000	8,400	1,200	850
2 + **4,471** / *1* **222**	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 13% B: 26%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 5.3: EAP (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	692	818	1346	567	2236
v/c Ratio	0.37	0.95	0.68	0.65	0.90
Control Delay	16.4	47.4	32.1	11.5	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	47.4	32.1	11.5	39.4
Queue Length 50th (ft)	151	558	319	82	473
Queue Length 95th (ft)	192	#852	373	210	527
Internal Link Dist (ft)	2035		218		880
Turn Bay Length (ft)		450		165	
Base Capacity (vph)	2020	935	2072	897	2611
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.87	0.65	0.63	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	497	481	456	1215	654	563	1721
v/c Ratio	0.83	0.89	0.80	0.72	0.85	0.85	0.60
Control Delay	46.8	52.6	40.7	34.6	27.7	56.6	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	52.6	40.7	34.6	27.7	56.6	17.0
Queue Length 50th (ft)	347	349	280	290	228	211	301
Queue Length 95th (ft)	#555	#590	#472	342	#410	#313	347
Internal Link Dist (ft)		2217		904			324
Turn Bay Length (ft)			300		105	240	
Base Capacity (vph)	697	631	656	2108	865	745	3413
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.76	0.70	0.58	0.76	0.76	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	561	584	1432	396	1943
v/c Ratio	0.35	0.80	0.66	0.47	0.71
Control Delay	15.6	28.8	22.3	7.9	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	28.8	22.3	7.9	22.8
Queue Length 50th (ft)	89	234	203	33	226
Queue Length 95th (ft)	162	470	369	133	396
Internal Link Dist (ft)	2035		218		880
Turn Bay Length (ft)		450		165	
Base Capacity (vph)	2710	1251	3258	1121	4105
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.47	0.44	0.35	0.47

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	392	382	362	1330	476	689	1419
v/c Ratio	0.81	0.80	0.76	0.77	0.69	0.83	0.45
Control Delay	49.0	44.1	40.8	34.8	21.6	47.6	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	44.1	40.8	34.8	21.6	47.6	11.4
Queue Length 50th (ft)	263	236	205	296	145	232	174
Queue Length 95th (ft)	412	390	344	394	295	332	237
Internal Link Dist (ft)		2217		904			324
Turn Bay Length (ft)			300		105	240	
Base Capacity (vph)	654	626	619	2139	800	1047	3846
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.61	0.58	0.62	0.59	0.66	0.37

Intersection Summary

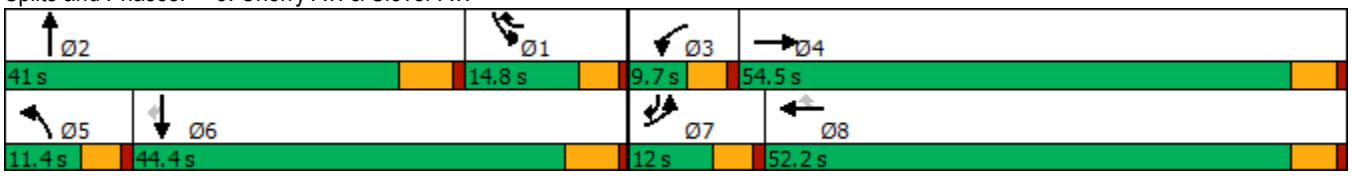
APPENDIX 5.4: EAP (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

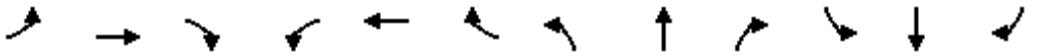
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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	420	219	53	274	321	39	1044	505	1073	780
Future Volume (vph)	420	219	53	274	321	39	1044	505	1073	780
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	12.0	54.5	9.7	52.2	14.8	11.4	41.0	14.8	44.4	12.0
Total Split (%)	10.0%	45.4%	8.1%	43.5%	12.3%	9.5%	34.2%	12.3%	37.0%	10.0%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	23.6	5.3	16.5	27.8	6.2	24.8	10.7	34.0	47.8
Actuated g/C Ratio	0.10	0.29	0.07	0.20	0.34	0.08	0.31	0.13	0.42	0.59
v/c Ratio	1.23	0.24	0.23	0.38	0.52	0.28	0.70	1.07	0.50	0.69
Control Delay	159.6	22.0	44.8	28.4	11.3	47.2	28.3	97.7	21.0	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	159.6	22.0	44.8	28.4	11.3	47.2	28.3	97.7	21.0	11.2
LOS	F	C	D	C	B	D	C	F	C	B
Approach Delay		108.1		21.3			29.0		34.2	
Approach LOS		F		C			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 80.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 41.5	Intersection LOS: D
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	219	33	53	274	321	39	1044	53	505	1073	780
Future Volume (veh/h)	420	219	33	53	274	321	39	1044	53	505	1073	780
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	424	221	27	54	277	232	39	1055	54	510	1084	665
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	316	586	71	154	472	442	66	1544	77	435	2503	928
Arrive On Green	0.10	0.19	0.19	0.05	0.14	0.14	0.04	0.30	0.30	0.17	0.45	0.45
Sat Flow, veh/h	3619	3243	392	3510	3610	1610	1810	5053	258	3619	5187	1610
Grp Volume(v), veh/h	424	122	126	54	277	232	39	722	387	510	1084	665
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1755	1805	1610	1810	1729	1853	1810	1729	1610
Q Serve(g_s), s	7.4	4.3	4.4	1.1	5.3	2.0	1.6	13.5	13.5	10.0	10.7	23.2
Cycle Q Clear(g_c), s	7.4	4.3	4.4	1.1	5.3	2.0	1.6	13.5	13.5	10.0	10.7	23.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	316	326	331	154	472	442	66	1055	566	435	2503	928
V/C Ratio(X)	1.34	0.37	0.38	0.35	0.59	0.52	0.59	0.68	0.68	1.17	0.43	0.72
Avail Cap(c_a), veh/h	365	1213	1229	244	2313	1302	168	1659	889	608	2729	1010
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	28.6	28.6	36.8	32.4	10.0	37.6	22.6	22.6	37.3	13.3	12.0
Incr Delay (d2), s/veh	174.2	0.7	0.7	0.5	1.2	1.0	3.1	0.8	1.5	93.8	0.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	2.0	2.0	0.5	2.4	1.8	0.8	5.1	5.6	9.9	3.6	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	213.0	29.3	29.3	37.3	33.6	11.0	40.7	23.6	24.2	131.2	13.5	14.3
LnGrp LOS	F	C	C	D	C	B	D	C	C	F	B	B
Approach Vol, veh/h		672			563			1148			2259	
Approach Delay, s/veh		145.2			24.6			24.4			40.3	
Approach LOS		F			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	28.0	7.9	19.3	7.3	38.8	12.0	15.2
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	10.2	* 35	5.1	49.3	6.8	38.6	7.4	47.0
Max Q Clear Time (g_c+I1), s	12.0	15.5	3.1	6.4	3.6	25.2	9.4	7.3
Green Ext Time (p_c), s	0.0	6.7	0.0	1.3	0.0	7.8	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

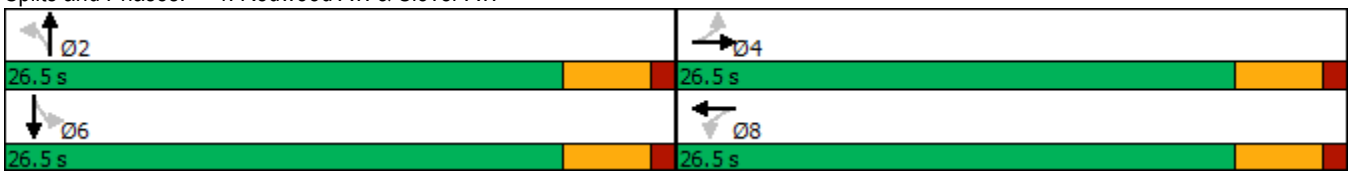
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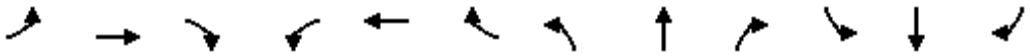
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	576	7	664	9	2	1	1
Future Volume (vph)	44	576	7	664	9	2	1	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	12.9	12.9	12.9	12.9		8.2		8.2
Actuated g/C Ratio	0.42	0.42	0.42	0.42		0.26		0.26
v/c Ratio	0.17	0.47	0.03	0.50		0.10		0.07
Control Delay	8.8	8.0	7.3	8.5		5.7		4.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	8.8	8.0	7.3	8.5		5.7		4.8
LOS	A	A	A	A		A		A
Approach Delay		8.1		8.5		5.7		4.8
Approach LOS		A		A		A		A

Intersection Summary	
Cycle Length: 53	
Actuated Cycle Length: 31	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 40.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Redwood Av. & Slover Av.



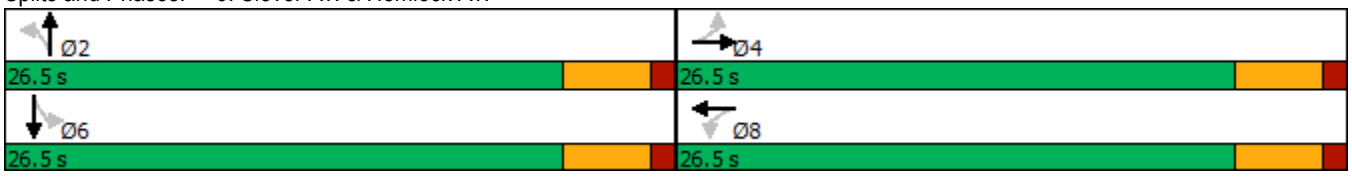


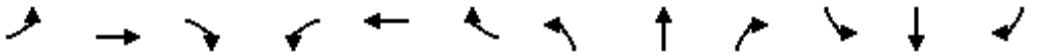
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	576	56	7	664	8	9	2	29	1	1	29
Future Volume (veh/h)	44	576	56	7	664	8	9	2	29	1	1	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	640	62	8	738	9	10	2	32	1	1	32
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	501	1436	139	516	1577	19	219	50	239	155	15	309
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	725	3325	322	757	3652	45	195	246	1177	21	75	1523
Grp Volume(v), veh/h	49	347	355	8	365	382	44	0	0	34	0	0
Grp Sat Flow(s),veh/h/ln	725	1805	1842	757	1805	1892	1618	0	0	1618	0	0
Q Serve(g_s), s	1.3	3.3	3.3	0.2	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	3.3	3.3	3.5	3.5	3.5	0.5	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.02	0.23		0.73	0.03		0.94
Lane Grp Cap(c), veh/h	501	779	795	516	779	817	508	0	0	479	0	0
V/C Ratio(X)	0.10	0.45	0.45	0.02	0.47	0.47	0.09	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	836	1612	1645	865	1612	1689	1589	0	0	1590	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	4.9	4.9	6.2	5.0	5.0	8.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.0	0.4	0.4	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.2	0.0	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	5.3	5.3	6.2	5.4	5.4	8.1	0.0	0.0	8.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		751			755			44			34	
Approach Delay, s/veh		5.4			5.4			8.1			8.1	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		15.1		9.5		15.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.0		22.0		22.0		22.0				
Max Q Clear Time (g_c+I1), s		2.5		6.8		2.4		5.5				
Green Ext Time (p_c), s		0.1		3.8		0.1		3.8				
Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	606	33	557	67	0	4	1
Future Volume (vph)	32	606	33	557	67	0	4	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	13.2	13.2	13.2	13.2		8.7		8.7
Actuated g/C Ratio	0.42	0.42	0.42	0.42		0.27		0.27
v/c Ratio	0.10	0.51	0.13	0.41		0.22		0.06
Control Delay	8.0	8.4	8.6	8.0		8.2		5.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	8.0	8.4	8.6	8.0		8.2		5.8
LOS	A	A	A	A		A		A
Approach Delay		8.4		8.0		8.2		5.8
Approach LOS		A		A		A		A

Intersection Summary	
Cycle Length: 53	
Actuated Cycle Length: 31.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 46.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Slover Av. & Hemlock Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	606	107	33	557	9	67	0	14	4	1	19
Future Volume (veh/h)	32	606	107	33	557	9	67	0	14	4	1	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	652	115	35	599	10	72	0	15	4	1	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	544	1274	224	480	1509	25	505	26	54	198	44	277
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.21	0.00	0.21	0.21	0.21	0.21
Sat Flow, veh/h	824	3067	540	712	3632	61	1096	122	254	119	205	1296
Grp Volume(v), veh/h	34	383	384	35	298	311	87	0	0	25	0	0
Grp Sat Flow(s),veh/h/ln	824	1805	1803	712	1805	1887	1471	0	0	1620	0	0
Q Serve(g_s), s	0.7	3.8	3.8	0.9	2.8	2.8	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	3.8	3.8	4.8	2.8	2.8	1.1	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.03	0.83		0.17	0.16		0.80
Lane Grp Cap(c), veh/h	544	750	749	480	750	784	585	0	0	518	0	0
V/C Ratio(X)	0.06	0.51	0.51	0.07	0.40	0.40	0.15	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	950	1638	1636	831	1638	1713	1584	0	0	1615	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	5.3	5.3	7.0	5.0	5.0	7.9	0.0	0.0	7.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	0.1	0.2	0.2	0.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	5.8	5.8	7.1	5.3	5.3	8.0	0.0	0.0	7.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		801			644			87			25	
Approach Delay, s/veh		5.8			5.4			8.0			7.7	
Approach LOS		A			A			A			A	

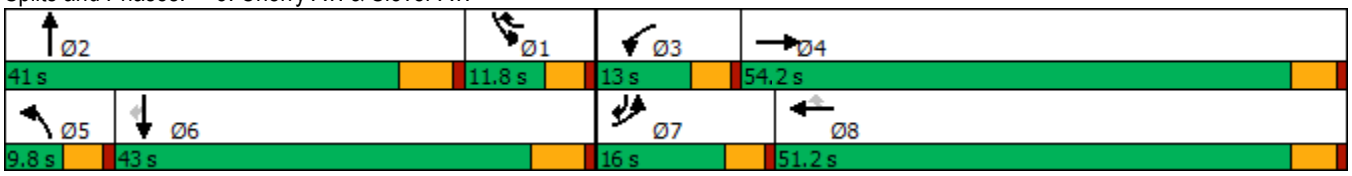
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.7		14.6		9.7		14.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.0		22.0		22.0		22.0				
Max Q Clear Time (g_c+I1), s		3.1		5.8		2.3		6.8				
Green Ext Time (p_c), s		0.4		4.2		0.1		3.1				

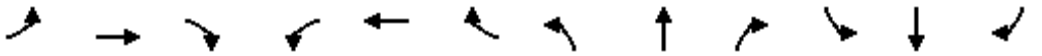
Intersection Summary												
HCM 6th Ctrl Delay			5.8									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	441	617	71	259	404	57	809	376	1034	495
Future Volume (vph)	441	617	71	259	404	57	809	376	1034	495
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	48.2	9.6	48.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	16.0	54.2	13.0	51.2	11.8	9.8	41.0	11.8	43.0	16.0
Total Split (%)	13.3%	45.2%	10.8%	42.7%	9.8%	8.2%	34.2%	9.8%	35.8%	13.3%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	11.9	28.1	6.5	20.2	29.2	5.4	22.4	8.5	28.0	46.0
Actuated g/C Ratio	0.14	0.33	0.08	0.24	0.35	0.06	0.27	0.10	0.33	0.55
v/c Ratio	0.91	0.59	0.28	0.32	0.68	0.52	0.65	1.09	0.63	0.49
Control Delay	61.9	26.3	44.6	26.8	17.3	60.8	30.2	112.4	27.2	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	26.3	44.6	26.8	17.3	60.8	30.2	112.4	27.2	5.5
LOS	E	C	D	C	B	E	C	F	C	A
Approach Delay		40.4		23.3			32.1		38.4	
Approach LOS		D		C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 35.3	Intersection LOS: D
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	617	57	71	259	404	57	809	44	376	1034	495
Future Volume (veh/h)	441	617	57	71	259	404	57	809	44	376	1034	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	464	649	56	75	273	304	60	852	38	396	1088	378
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	456	865	75	179	607	421	84	1334	58	288	2015	851
Arrive On Green	0.15	0.27	0.27	0.06	0.17	0.17	0.05	0.26	0.26	0.11	0.34	0.34
Sat Flow, veh/h	3619	3363	290	3510	3610	1604	1810	5090	227	3619	5187	1610
Grp Volume(v), veh/h	464	348	357	75	273	304	60	578	312	396	1088	378
Grp Sat Flow(s),veh/h/ln	1810	1805	1848	1755	1805	1604	1810	1729	1859	1810	1729	1610
Q Serve(g_s), s	8.6	12.1	12.1	1.4	4.7	3.6	2.3	10.3	10.3	7.5	12.2	10.8
Cycle Q Clear(g_c), s	8.6	12.1	12.1	1.4	4.7	3.6	2.3	10.3	10.3	7.5	12.2	10.8
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	456	464	475	179	607	421	84	906	487	288	2015	851
V/C Ratio(X)	1.02	0.75	0.75	0.42	0.45	0.72	0.72	0.64	0.64	1.38	0.54	0.44
Avail Cap(c_a), veh/h	597	1280	1310	427	2403	1244	136	1762	947	395	2792	1116
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	27.4	27.4	36.9	29.9	11.3	37.7	22.8	22.8	41.7	18.6	11.4
Incr Delay (d2), s/veh	37.0	2.5	2.4	0.6	0.5	2.4	4.3	0.8	1.4	189.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	5.9	6.1	0.7	2.2	2.3	1.2	4.0	4.4	10.6	4.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	29.9	29.9	37.4	30.5	13.7	41.9	23.9	24.5	231.2	18.9	11.8
LnGrp LOS	F	C	C	D	C	B	D	C	C	F	B	B
Approach Vol, veh/h		1169			652			950			1862	
Approach Delay, s/veh		48.4			23.4			25.2			62.6	
Approach LOS		D			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	23.7	8.4	23.6	8.0	29.1	15.3	16.7
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	7.2	* 35	8.4	49.0	5.2	37.2	11.4	46.0
Max Q Clear Time (g_c+I1), s	9.5	12.3	3.4	14.1	4.3	14.2	10.6	6.7
Green Ext Time (p_c), s	0.0	5.5	0.0	4.3	0.0	9.1	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

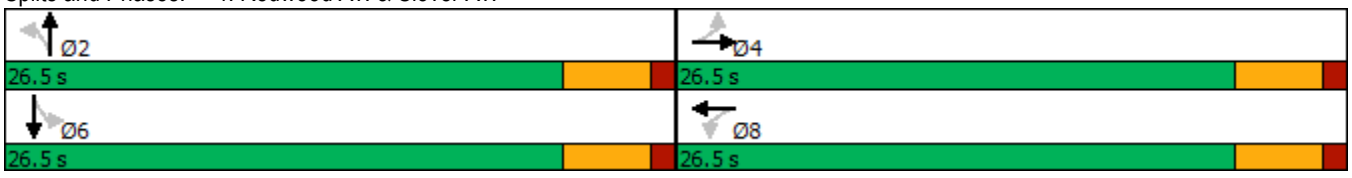
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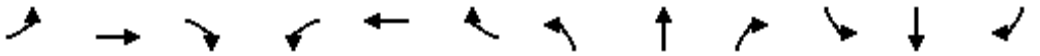
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	951	20	557	38	5	5	3
Future Volume (vph)	33	951	20	557	38	5	5	3
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	17.7	17.7	17.7	17.7		8.8		8.8
Actuated g/C Ratio	0.49	0.49	0.49	0.49		0.24		0.24
v/c Ratio	0.10	0.63	0.11	0.37		0.23		0.12
Control Delay	7.5	9.6	8.6	7.2		9.5		5.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.5	9.6	8.6	7.2		9.5		5.8
LOS	A	A	A	A		A		A
Approach Delay		9.5		7.3		9.5		5.8
Approach LOS		A		A		A		A

Intersection Summary	
Cycle Length: 53	
Actuated Cycle Length: 36.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Redwood Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	951	13	20	557	6	38	5	33	5	3	36
Future Volume (veh/h)	33	951	13	20	557	6	38	5	33	5	3	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	1093	15	23	640	7	44	6	38	6	3	41
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	569	1813	25	404	1819	20	296	58	121	163	35	239
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	796	3645	50	517	3657	40	566	324	677	99	193	1331
Grp Volume(v), veh/h	38	541	567	23	316	331	88	0	0	50	0	0
Grp Sat Flow(s),veh/h/ln	796	1805	1890	517	1805	1892	1567	0	0	1623	0	0
Q Serve(g_s), s	0.9	6.0	6.0	0.9	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	6.0	6.0	6.9	3.0	3.0	1.2	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	0.50		0.43	0.12		0.82
Lane Grp Cap(c), veh/h	569	898	940	404	898	941	475	0	0	436	0	0
V/C Ratio(X)	0.07	0.60	0.60	0.06	0.35	0.35	0.19	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	802	1426	1493	555	1426	1494	1392	0	0	1409	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.4	5.0	5.0	7.5	4.3	4.3	9.9	0.0	0.0	9.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.6	0.1	0.2	0.2	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.4	0.1	0.2	0.2	0.3	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	5.7	5.7	7.6	4.5	4.5	10.1	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		1146			670			88			50	
Approach Delay, s/veh		5.7			4.6			10.1			9.8	
Approach LOS		A			A			B			A	

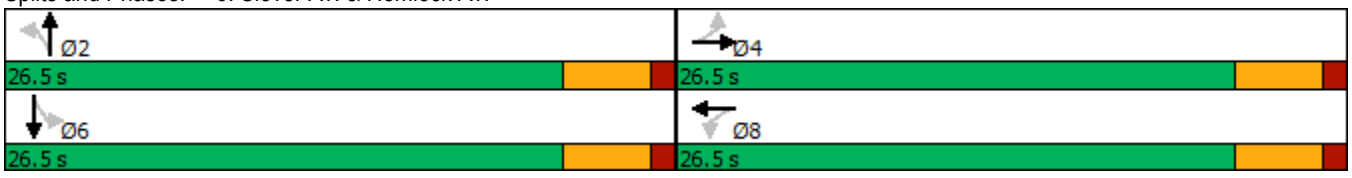
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		18.4		9.5		18.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.0		22.0		22.0		22.0				
Max Q Clear Time (g_c+I1), s		3.2		8.0		2.7		8.9				
Green Ext Time (p_c), s		0.4		5.8		0.2		3.1				

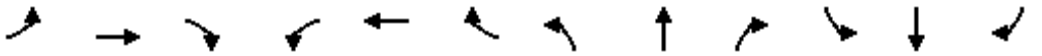
Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	1241	14	498	74	0	11	4
Future Volume (vph)	21	1241	14	498	74	0	11	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	21.7	21.7	21.7	21.7		9.3		9.3
Actuated g/C Ratio	0.54	0.54	0.54	0.54		0.23		0.23
v/c Ratio	0.05	0.73	0.08	0.28		0.31		0.12
Control Delay	7.2	12.6	8.5	6.6		11.7		7.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.2	12.6	8.5	6.6		11.7		7.2
LOS	A	B	A	A		B		A
Approach Delay		12.5		6.6		11.7		7.2
Approach LOS		B		A		B		A

Intersection Summary	
Cycle Length: 53	
Actuated Cycle Length: 40.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Slover Av. & Hemlock Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1241	93	14	498	14	74	0	26	11	4	28
Future Volume (veh/h)	21	1241	93	14	498	14	74	0	26	11	4	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1320	99	15	530	15	79	0	28	12	4	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	642	1878	140	329	1978	56	352	27	64	181	54	174
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.16	0.00	0.16	0.16	0.16	0.16
Sat Flow, veh/h	875	3405	255	384	3585	101	940	163	391	233	330	1057
Grp Volume(v), veh/h	22	698	721	15	267	278	107	0	0	46	0	0
Grp Sat Flow(s),veh/h/ln	875	1805	1854	384	1805	1882	1494	0	0	1620	0	0
Q Serve(g_s), s	0.4	9.0	9.0	0.9	2.5	2.5	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	9.0	9.0	10.0	2.5	2.5	1.9	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.05	0.74		0.26	0.26		0.65
Lane Grp Cap(c), veh/h	642	996	1023	329	996	1038	443	0	0	410	0	0
V/C Ratio(X)	0.03	0.70	0.70	0.05	0.27	0.27	0.24	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	766	1251	1286	384	1251	1305	1205	0	0	1237	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	5.2	5.2	8.9	3.7	3.7	11.8	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	1.3	0.1	0.1	0.1	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.8	0.1	0.2	0.2	0.5	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.5	6.5	6.5	8.9	3.9	3.9	12.1	0.0	0.0	11.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1441			560			107			46	
Approach Delay, s/veh		6.5			4.0			12.1			11.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.7		22.0		9.7		22.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.0		22.0		22.0		22.0				
Max Q Clear Time (g_c+I1), s		3.9		11.0		2.7		12.0				
Green Ext Time (p_c), s		0.5		6.5		0.2		2.3				

Intersection Summary												
HCM 6th Ctrl Delay			6.2									
HCM 6th LOS			A									

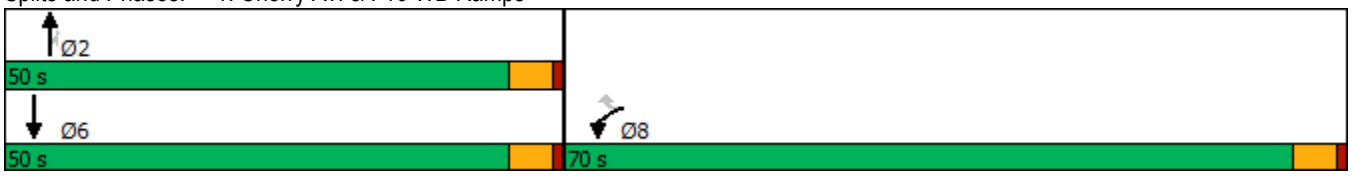
APPENDIX 6.1: OPENING YEAR CUMULATIVE (2024) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	676	763	1251	549	2057
Future Volume (vph)	676	763	1251	549	2057
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		2	
Detector Phase	8	8	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6
Total Split (s)	70.0	70.0	50.0	50.0	50.0
Total Split (%)	58.3%	58.3%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	62.4	62.4	44.0	44.0	44.0
Actuated g/C Ratio	0.54	0.54	0.38	0.38	0.38
v/c Ratio	0.40	0.96	0.70	0.68	0.92
Control Delay	16.7	49.7	33.4	12.7	41.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	49.7	33.4	12.7	41.7
LOS	B	D	C	B	D
Approach Delay	34.2		27.1		41.7
Approach LOS	C		C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 34.7	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Cherry Av. & I-10 WB Ramps





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	676	763	1251	549	0	2057
Future Volume (veh/h)	676	763	1251	549	0	2057
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900
Adj Flow Rate, veh/h	743	701	1375	0	0	2260
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1638	751	2213		0	2789
Arrive On Green	0.47	0.47	0.43	0.00	0.00	0.43
Sat Flow, veh/h	3510	1610	5358	1610	0	7068
Grp Volume(v), veh/h	743	701	1375	0	0	2260
Grp Sat Flow(s),veh/h/ln	1755	1610	1729	1610	0	1634
Q Serve(g_s), s	13.4	38.6	19.4	0.0	0.0	28.4
Cycle Q Clear(g_c), s	13.4	38.6	19.4	0.0	0.0	28.4
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	1638	751	2213		0	2789
V/C Ratio(X)	0.45	0.93	0.62		0.00	0.81
Avail Cap(c_a), veh/h	2434	1116	2490		0	3138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	23.6	21.0	0.0	0.0	23.5
Incr Delay (d2), s/veh	0.1	8.3	0.2	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	15.4	7.1	0.0	0.0	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	31.9	21.2	0.0	0.0	24.9
LnGrp LOS	B	C	C		A	C
Approach Vol, veh/h	1444		1375			2260
Approach Delay, s/veh	24.2		21.2			24.9
Approach LOS	C		C			C

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		45.0			45.0	48.7
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		45.0			45.0	65.0
Max Q Clear Time (g_c+I1), s		21.4			30.4	40.6
Green Ext Time (p_c), s		6.6			9.6	3.2

Intersection Summary		
HCM 6th Ctrl Delay	23.7	
HCM 6th LOS	C	

Notes

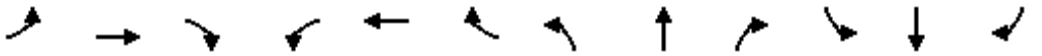
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	616	9	841	1183	633	538	1677
Future Volume (vph)	616	9	841	1183	633	538	1677
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	25.0	9.0	10.0
Total Split (s)	47.0	47.0	47.0	47.0	47.0	26.0	73.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	21.7%	60.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	40.3	40.3	40.3	36.7	36.7	20.7	61.5
Actuated g/C Ratio	0.36	0.36	0.36	0.33	0.33	0.18	0.55
v/c Ratio	0.88	0.93	0.85	0.74	0.88	0.88	0.63
Control Delay	52.2	59.8	46.0	36.5	31.1	61.7	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	52.2	59.8	46.0	36.5	31.1	61.7	18.6
LOS	D	E	D	D	C	E	B
Approach Delay		52.7		34.6			29.1
Approach LOS		D		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 37.2	Intersection LOS: D
Intersection Capacity Utilization 92.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: Cherry Av. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	616	9	841	0	0	0	0	1183	633	538	1677	0
Future Volume (veh/h)	616	9	841	0	0	0	0	1183	633	538	1677	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	940	0	523				0	1259	640	572	1784	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1242	0	553				0	1860	577	627	2964	0
Arrive On Green	0.34	0.00	0.34				0.00	0.36	0.36	0.18	0.57	0.00
Sat Flow, veh/h	3619	0	1610				0	5358	1610	3510	5358	0
Grp Volume(v), veh/h	940	0	523				0	1259	640	572	1784	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1610	1755	1729	0
Q Serve(g_s), s	27.0	0.0	37.0				0.0	24.1	42.0	18.7	26.3	0.0
Cycle Q Clear(g_c), s	27.0	0.0	37.0				0.0	24.1	42.0	18.7	26.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1242	0	553				0	1860	577	627	2964	0
V/C Ratio(X)	0.76	0.00	0.95				0.00	0.68	1.11	0.91	0.60	0.00
Avail Cap(c_a), veh/h	1297	0	577				0	1860	577	659	3011	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.1	0.0	37.4				0.0	31.8	37.6	47.2	16.4	0.0
Incr Delay (d2), s/veh	2.2	0.0	23.9				0.0	0.8	70.9	16.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	0.0	17.4				0.0	9.7	26.9	9.3	9.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	0.0	61.3				0.0	32.7	108.5	63.2	16.6	0.0
LnGrp LOS	D	A	E				A	C	F	E	B	A
Approach Vol, veh/h		1463						1899			2356	
Approach Delay, s/veh		45.2						58.2			27.9	
Approach LOS		D						E			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.9	47.0		45.2		71.9						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	22.0	42.0		42.0		68.0						
Max Q Clear Time (g_c+I1), s	20.7	44.0		39.0		28.3						
Green Ext Time (p_c), s	0.2	0.0		1.2		10.9						

Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									

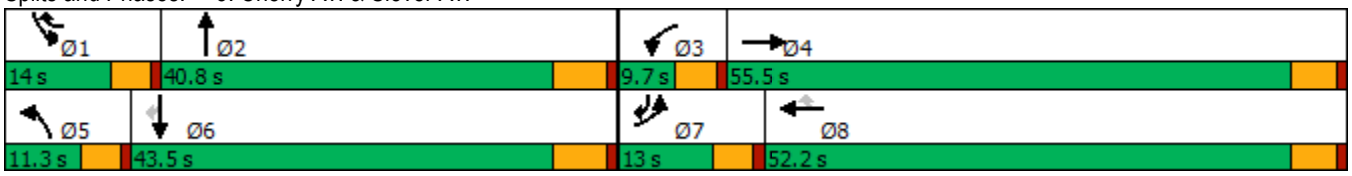
Notes

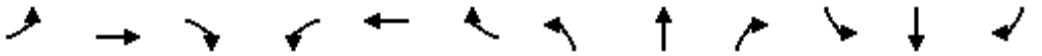
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	432	226	53	277	343	44	1070	582	1129	808
Future Volume (vph)	432	226	53	277	343	44	1070	582	1129	808
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	13.0	55.5	9.7	52.2	14.0	11.3	40.8	14.0	43.5	13.0
Total Split (%)	10.8%	46.3%	8.1%	43.5%	11.7%	9.4%	34.0%	11.7%	36.3%	10.8%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	8.8	24.7	5.3	16.6	31.8	6.2	25.2	9.8	33.5	48.4
Actuated g/C Ratio	0.11	0.30	0.07	0.20	0.39	0.08	0.31	0.12	0.41	0.59
v/c Ratio	1.12	0.24	0.24	0.38	0.52	0.32	0.71	1.35	0.53	0.72
Control Delay	119.5	21.6	45.1	28.7	17.9	48.3	28.7	203.9	22.1	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.5	21.6	45.1	28.7	17.9	48.3	28.7	203.9	22.1	12.4
LOS	F	C	D	C	B	D	C	F	C	B
Approach Delay		82.7		24.5			29.4		61.0	
Approach LOS		F		C			C		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 51.8	Intersection LOS: D
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	226	34	53	277	343	44	1070	53	582	1129	808
Future Volume (veh/h)	432	226	34	53	277	343	44	1070	53	582	1129	808
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	436	228	28	54	280	254	44	1081	54	588	1140	693
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	779	95	148	668	473	68	1815	89	380	2313	875
Arrive On Green	0.10	0.24	0.24	0.04	0.19	0.19	0.04	0.36	0.36	0.11	0.43	0.43
Sat Flow, veh/h	3619	3241	393	3510	3610	1610	1810	5060	253	3619	5187	1610
Grp Volume(v), veh/h	436	126	130	54	280	254	44	738	397	588	1140	693
Grp Sat Flow(s),veh/h/ln	1810	1805	1829	1755	1805	1610	1810	1729	1855	1810	1729	1610
Q Serve(g_s), s	8.4	4.7	4.8	1.2	5.7	10.9	2.0	14.5	14.5	9.4	13.3	29.4
Cycle Q Clear(g_c), s	8.4	4.7	4.8	1.2	5.7	10.9	2.0	14.5	14.5	9.4	13.3	29.4
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	340	434	440	148	668	473	68	1239	664	380	2313	875
V/C Ratio(X)	1.28	0.29	0.30	0.37	0.42	0.54	0.64	0.60	0.60	1.55	0.49	0.79
Avail Cap(c_a), veh/h	365	1091	1105	215	2038	1091	146	1454	780	409	2349	892
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	26.8	26.9	40.3	31.1	25.6	41.0	22.0	22.0	40.0	17.0	15.8
Incr Delay (d2), s/veh	148.1	0.4	0.4	0.6	0.4	0.9	3.7	0.5	0.9	258.6	0.2	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	2.0	2.1	0.5	2.5	4.2	1.0	5.6	6.0	17.6	4.8	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	188.6	27.2	27.2	40.8	31.5	26.5	44.8	22.6	23.0	298.6	17.1	20.7
LnGrp LOS	F	C	C	D	C	C	D	C	C	F	B	C
Approach Vol, veh/h		692			588			1179			2421	
Approach Delay, s/veh		128.9			30.2			23.5			86.5	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	35.6	8.2	25.5	7.8	41.8	13.0	20.7
Change Period (Y+Rc), s	4.6	5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	9.4	35.0	5.1	50.3	6.7	37.7	8.4	47.0
Max Q Clear Time (g_c+I1), s	11.4	16.5	3.2	6.8	4.0	31.4	10.4	12.9
Green Ext Time (p_c), s	0.0	6.7	0.0	1.4	0.0	4.6	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	630	87	9	676	8	22	2	30	1	1	29
Future Vol, veh/h	44	630	87	9	676	8	22	2	30	1	1	29
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	700	97	10	751	9	24	2	33	1	1	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	761	0	0	797	0	0	1243	1628	399	1226	1672	381
Stage 1	-	-	-	-	-	-	847	847	-	777	777	-
Stage 2	-	-	-	-	-	-	396	781	-	449	895	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	860	-	-	834	-	-	133	103	606	137	97	623
Stage 1	-	-	-	-	-	-	327	381	-	360	410	-
Stage 2	-	-	-	-	-	-	606	408	-	564	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	859	-	-	834	-	-	119	96	606	122	90	622
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	207	-	236	207	-
Stage 1	-	-	-	-	-	-	308	359	-	339	405	-
Stage 2	-	-	-	-	-	-	566	403	-	499	341	-

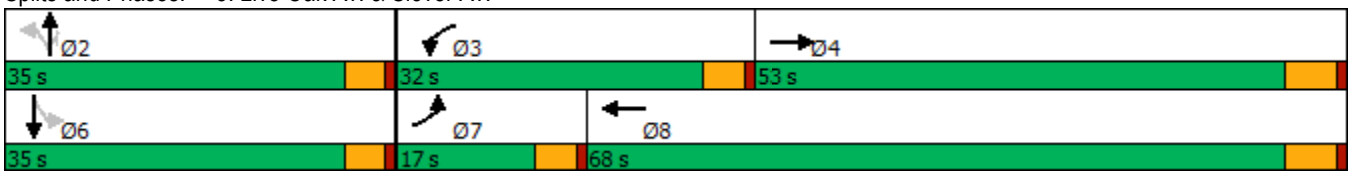
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	17.6	11.9
HCM LOS			C	B

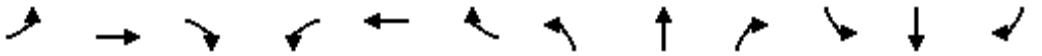
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	345	859	-	-	834	-	-	557
HCM Lane V/C Ratio	0.174	0.057	-	-	0.012	-	-	0.062
HCM Control Delay (s)	17.6	9.4	-	-	9.4	-	-	11.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	8	530	95	652	56	4	84	22	2
Future Volume (vph)	8	530	95	652	56	4	84	22	2
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	22.8	14.7	14.7	14.7	27.7	27.7
Total Split (s)	17.0	53.0	32.0	68.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	14.2%	44.2%	26.7%	56.7%	29.2%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8		4.7	4.7		4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	5.5	21.4	8.0	29.8		12.5	12.5		12.5
Actuated g/C Ratio	0.11	0.44	0.16	0.61		0.26	0.26		0.26
v/c Ratio	0.04	0.38	0.35	0.34		0.18	0.18		0.10
Control Delay	26.4	15.3	25.0	8.8		18.2	4.3		13.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	26.4	15.3	25.0	8.8		18.2	4.3		13.5
LOS	C	B	C	A		B	A		B
Approach Delay		15.5		10.8		10.1			13.5
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 44.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Live Oak Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	530	27	95	652	43	56	4	84	22	2	12
Future Volume (veh/h)	8	530	27	95	652	43	56	4	84	22	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	570	25	102	701	46	60	4	38	24	2	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	1028	45	160	1265	83	474	26	329	357	45	62
Arrive On Green	0.01	0.29	0.29	0.09	0.37	0.37	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3519	154	1810	3433	225	1378	126	1610	907	220	303
Grp Volume(v), veh/h	9	292	303	102	368	379	64	0	38	33	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1853	1504	0	1610	1431	0	0
Q Serve(g_s), s	0.2	5.0	5.0	2.0	5.9	5.9	0.0	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	5.0	5.0	2.0	5.9	5.9	1.1	0.0	0.7	1.1	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.12	0.94		1.00	0.73		0.21
Lane Grp Cap(c), veh/h	22	527	546	160	665	683	499	0	329	464	0	0
V/C Ratio(X)	0.42	0.55	0.56	0.64	0.55	0.55	0.13	0.00	0.12	0.07	0.00	0.00
Avail Cap(c_a), veh/h	617	2341	2423	1362	3085	3167	1411	0	1341	1376	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	10.9	10.9	16.0	9.1	9.1	11.9	0.0	11.8	11.7	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.9	0.9	1.6	0.7	0.7	0.1	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.4	0.7	1.4	1.5	0.4	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	11.8	11.8	17.6	9.8	9.8	12.0	0.0	11.9	11.8	0.0	0.0
LnGrp LOS	C	B	B	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		604			849			102			33	
Approach Delay, s/veh		11.9			10.8			12.0			11.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.1	7.8	16.4		12.1	5.0	19.2				
Change Period (Y+Rc), s		* 4.7	4.6	5.8		* 4.7	4.6	5.8				
Max Green Setting (Gmax), s		* 30	27.4	47.2		* 30	12.4	62.2				
Max Q Clear Time (g_c+I1), s		3.1	4.0	7.0		3.1	2.2	7.9				
Green Ext Time (p_c), s		0.4	0.1	3.5		0.1	0.0	4.7				

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	607	161	33	561	9	77	0	14	4	1	19
Future Vol, veh/h	32	607	161	33	561	9	77	0	14	4	1	19
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	653	173	35	603	10	83	0	15	4	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	615	0	0	826	0	0	1183	1493	413	1075	1574	312
Stage 1	-	-	-	-	-	-	808	808	-	680	680	-
Stage 2	-	-	-	-	-	-	375	685	-	395	894	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	974	-	-	813	-	-	147	124	594	177	111	690
Stage 1	-	-	-	-	-	-	345	397	-	412	454	-
Stage 2	-	-	-	-	-	-	624	451	-	607	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	972	-	-	813	-	-	133	114	594	162	102	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	230	-	280	211	-
Stage 1	-	-	-	-	-	-	333	383	-	397	434	-
Stage 2	-	-	-	-	-	-	576	431	-	571	349	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.5	26	12.4
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	268	972	-	-	813	-	-	514
HCM Lane V/C Ratio	0.365	0.035	-	-	0.044	-	-	0.05
HCM Control Delay (s)	26	8.8	-	-	9.6	-	-	12.4
HCM Lane LOS	D	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	7	5	44	8	84	0	21	16	117	38	15
Future Vol, veh/h	14	7	5	44	8	84	0	21	16	117	38	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	7	5	46	8	88	0	22	17	123	40	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	12	0	0	156	228	6	189	186	48
Stage 1	-	-	-	-	-	-	40	40	-	144	144	-
Stage 2	-	-	-	-	-	-	116	188	-	45	42	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1510	-	-	1620	-	-	801	675	1081	759	712	1017
Stage 1	-	-	-	-	-	-	976	866	-	850	782	-
Stage 2	-	-	-	-	-	-	882	748	-	969	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1620	-	-	731	648	1081	706	684	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	731	648	-	706	684	-
Stage 1	-	-	-	-	-	-	966	857	-	842	759	-
Stage 2	-	-	-	-	-	-	798	726	-	920	855	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	2.4	9.8	11.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	784	1510	-	-	1620	-	-	720
HCM Lane V/C Ratio	0.05	0.01	-	-	0.029	-	-	0.249
HCM Control Delay (s)	9.8	7.4	0	-	7.3	0	-	11.6
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	1

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	140	11	56	115	35	22	157	59	34	84	8
Future Vol, veh/h	17	140	11	56	115	35	22	157	59	34	84	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	169	13	67	139	42	27	189	71	41	101	10
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.2	10.5	10.5	10.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	22%	0%	20%	0%	49%	0%	45%	0%
Vol Thru, %	78%	57%	80%	86%	51%	62%	55%	84%
Vol Right, %	0%	43%	0%	14%	0%	38%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	138	87	81	114	93	76	50
LT Vol	22	0	17	0	56	0	34	0
Through Vol	79	79	70	70	58	58	42	42
RT Vol	0	59	0	11	0	35	0	8
Lane Flow Rate	121	166	105	98	137	111	92	60
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.207	0.264	0.182	0.164	0.24	0.179	0.164	0.102
Departure Headway (Hd)	6.146	5.732	6.234	6.038	6.315	5.797	6.454	6.114
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	584	626	575	593	569	619	555	586
Service Time	3.885	3.47	3.974	3.778	4.055	3.537	4.2	3.859
HCM Lane V/C Ratio	0.207	0.265	0.183	0.165	0.241	0.179	0.166	0.102
HCM Control Delay	10.5	10.5	10.4	10	11.1	9.8	10.5	9.6
HCM Lane LOS	B	B	B	A	B	A	B	A
HCM 95th-tile Q	0.8	1.1	0.7	0.6	0.9	0.6	0.6	0.3

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	160	21	32	177	6	16	24	35	23	53	17
Future Vol, veh/h	27	160	21	32	177	6	16	24	35	23	53	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	172	23	34	190	6	17	26	38	25	57	18
Number of Lanes	0	2	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9	9.1	8.7	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	0%	27%	0%	100%	0%
Vol Thru, %	0%	41%	75%	79%	73%	94%	0%	76%
Vol Right, %	0%	59%	0%	21%	0%	6%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	59	107	101	121	95	23	70
LT Vol	16	0	27	0	32	0	23	0
Through Vol	0	24	80	80	89	89	0	53
RT Vol	0	35	0	21	0	6	0	17
Lane Flow Rate	17	63	115	109	130	102	25	75
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.03	0.094	0.171	0.153	0.192	0.146	0.043	0.116
Departure Headway (Hd)	6.238	5.314	5.348	5.074	5.345	5.166	6.206	5.53
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	571	670	667	703	669	691	574	644
Service Time	4.007	3.083	3.105	2.832	3.101	2.923	3.973	3.297
HCM Lane V/C Ratio	0.03	0.094	0.172	0.155	0.194	0.148	0.044	0.116
HCM Control Delay	9.2	8.6	9.2	8.8	9.4	8.8	9.3	9
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.6	0.5	0.7	0.5	0.1	0.4

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	153	61	72	147	5	33	83	81	9	98	6
Future Vol, veh/h	5	153	61	72	147	5	33	83	81	9	98	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	174	69	82	167	6	38	94	92	10	111	7
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10	10.6	10	9.8
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	44%	0%	6%	0%	49%	0%	16%	0%
Vol Thru, %	56%	34%	94%	56%	51%	94%	84%	89%
Vol Right, %	0%	66%	0%	44%	0%	6%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	123	82	138	146	79	58	55
LT Vol	33	0	5	0	72	0	9	0
Through Vol	42	42	77	77	74	74	49	49
RT Vol	0	81	0	61	0	5	0	6
Lane Flow Rate	85	139	93	156	165	89	66	62
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.148	0.217	0.152	0.242	0.281	0.144	0.116	0.107
Departure Headway (Hd)	6.314	5.621	5.919	5.573	6.11	5.814	6.31	6.154
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	639	607	644	589	617	568	583
Service Time	4.049	3.356	3.652	3.307	3.843	3.548	4.048	3.891
HCM Lane V/C Ratio	0.15	0.218	0.153	0.242	0.28	0.144	0.116	0.106
HCM Control Delay	10.1	9.9	9.7	10.1	11.2	9.5	9.9	9.6
HCM Lane LOS	B	A	A	B	B	A	A	A
HCM 95th-tile Q	0.5	0.8	0.5	0.9	1.1	0.5	0.4	0.4

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	113	0	18	237	8	4	9	22	5	23	10
Future Vol, veh/h	9	113	0	18	237	8	4	9	22	5	23	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	123	0	20	258	9	4	10	24	5	25	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	123	0	0	325	450	62	390	446	134
Stage 1	-	-	-	-	-	-	143	143	-	303	303	-
Stage 2	-	-	-	-	-	-	182	307	-	87	143	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1308	-	-	1477	-	-	610	508	996	548	510	897
Stage 1	-	-	-	-	-	-	851	782	-	687	667	-
Stage 2	-	-	-	-	-	-	808	665	-	917	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1308	-	-	1477	-	-	569	496	996	517	498	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	569	496	-	517	498	-
Stage 1	-	-	-	-	-	-	844	776	-	682	656	-
Stage 2	-	-	-	-	-	-	756	654	-	877	776	-

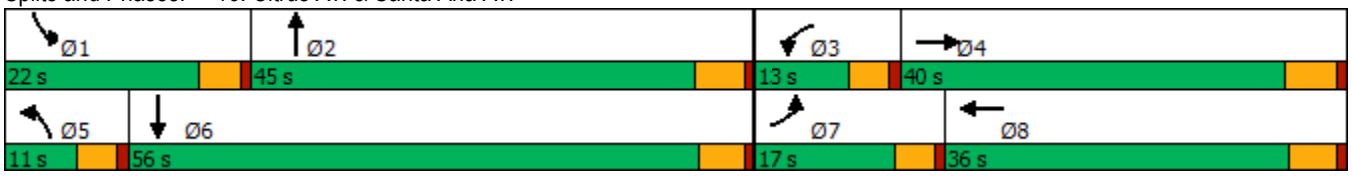
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	10.1	11.8
HCM LOS			B	B

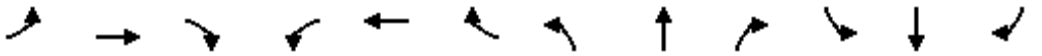
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	741	1308	-	-	1477	-	-	567
HCM Lane V/C Ratio	0.051	0.007	-	-	0.013	-	-	0.073
HCM Control Delay (s)	10.1	7.8	0	-	7.5	0.1	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	73	49	29	123	7	495	92	326
Future Volume (vph)	73	49	29	123	7	495	92	326
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.8	9.6	34.4	9.6	34.4	9.6	34.0
Total Split (s)	17.0	40.0	13.0	36.0	11.0	45.0	22.0	56.0
Total Split (%)	14.2%	33.3%	10.8%	30.0%	9.2%	37.5%	18.3%	46.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	4.4	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	5.4	4.6	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	8.3	16.6	6.7	11.1	6.0	18.8	9.0	28.3
Actuated g/C Ratio	0.13	0.27	0.11	0.18	0.10	0.30	0.14	0.45
v/c Ratio	0.33	0.07	0.16	0.32	0.04	0.53	0.38	0.31
Control Delay	35.8	18.4	36.9	17.3	38.3	23.5	35.5	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	18.4	36.9	17.3	38.3	23.5	35.5	12.3
LOS	D	B	D	B	D	C	D	B
Approach Delay		28.0		19.8		23.7		16.2
Approach LOS		C		B		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Citrus Av. & Santa Ana Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	49	11	29	123	83	7	495	38	92	326	133
Future Volume (veh/h)	73	49	11	29	123	83	7	495	38	92	326	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	52	11	31	131	43	7	527	34	98	347	129
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	447	92	65	313	99	17	938	60	143	887	324
Arrive On Green	0.07	0.15	0.15	0.04	0.12	0.12	0.01	0.27	0.27	0.08	0.34	0.34
Sat Flow, veh/h	1810	2981	611	1810	2698	853	1810	3438	221	1810	2588	946
Grp Volume(v), veh/h	78	31	32	31	86	88	7	276	285	98	240	236
Grp Sat Flow(s),veh/h/ln	1810	1805	1787	1810	1805	1746	1810	1805	1855	1810	1805	1729
Q Serve(g_s), s	1.8	0.7	0.7	0.7	2.0	2.1	0.2	5.8	5.8	2.3	4.5	4.6
Cycle Q Clear(g_c), s	1.8	0.7	0.7	0.7	2.0	2.1	0.2	5.8	5.8	2.3	4.5	4.6
Prop In Lane	1.00		0.34	1.00		0.49	1.00		0.12	1.00		0.55
Lane Grp Cap(c), veh/h	126	270	268	65	209	202	17	492	506	143	618	592
V/C Ratio(X)	0.62	0.11	0.12	0.48	0.41	0.43	0.42	0.56	0.56	0.68	0.39	0.40
Avail Cap(c_a), veh/h	509	1399	1385	345	1252	1211	262	1620	1665	714	2087	1998
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	16.2	16.2	20.9	18.1	18.2	21.7	13.8	13.8	19.8	11.0	11.0
Incr Delay (d2), s/veh	1.8	0.2	0.2	2.0	1.3	1.5	5.9	1.0	1.0	2.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.2	0.3	0.8	0.8	0.1	1.9	2.0	0.9	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	16.4	16.4	22.9	19.4	19.6	27.7	14.8	14.8	21.9	11.4	11.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		141			205			568			574	
Approach Delay, s/veh		19.4			20.0			14.9			13.2	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	17.4	6.2	12.4	5.0	20.5	7.7	10.9
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	* 5.8
Max Green Setting (Gmax), s	17.4	39.6	8.4	34.2	6.4	* 51	12.4	* 31
Max Q Clear Time (g_c+I1), s	4.3	7.8	2.7	2.7	2.2	6.6	3.8	4.1
Green Ext Time (p_c), s	0.1	3.3	0.0	0.3	0.0	2.9	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

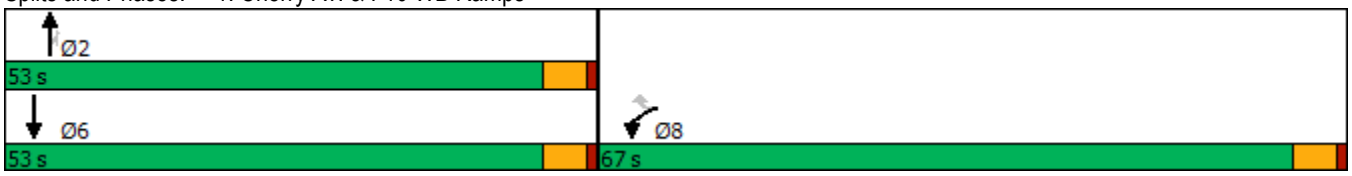
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	570	575	1413	488	1909
Future Volume (vph)	570	575	1413	488	1909
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		2	
Detector Phase	8	8	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6
Total Split (s)	67.0	67.0	53.0	53.0	53.0
Total Split (%)	55.8%	55.8%	44.2%	44.2%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	38.4	38.4	35.2	35.2	35.2
Actuated g/C Ratio	0.45	0.45	0.42	0.42	0.42
v/c Ratio	0.37	0.80	0.67	0.57	0.72
Control Delay	15.9	29.5	23.0	9.1	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	29.5	23.0	9.1	23.5
LOS	B	C	C	A	C
Approach Delay	22.7		19.5		23.5
Approach LOS	C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Cherry Av. & I-10 WB Ramps





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	570	575	1413	488	0	1909
Future Volume (veh/h)	570	575	1413	488	0	1909
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900
Adj Flow Rate, veh/h	588	559	1457	0	0	1968
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1375	631	2350		0	2961
Arrive On Green	0.39	0.39	0.45	0.00	0.00	0.45
Sat Flow, veh/h	3510	1610	5358	1610	0	7068
Grp Volume(v), veh/h	588	559	1457	0	0	1968
Grp Sat Flow(s),veh/h/ln	1755	1610	1729	1610	0	1634
Q Serve(g_s), s	7.9	20.8	13.8	0.0	0.0	15.2
Cycle Q Clear(g_c), s	7.9	20.8	13.8	0.0	0.0	15.2
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	1375	631	2350		0	2961
V/C Ratio(X)	0.43	0.89	0.62		0.00	0.66
Avail Cap(c_a), veh/h	3382	1551	3869		0	4875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	18.2	13.4	0.0	0.0	13.8
Incr Delay (d2), s/veh	0.1	1.7	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.2	4.2	0.0	0.0	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	20.0	13.5	0.0	0.0	13.9
LnGrp LOS	B	B	B		A	B
Approach Vol, veh/h	1147		1457			1968
Approach Delay, s/veh	17.1		13.5			13.9
Approach LOS	B		B			B

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		34.2			34.2	30.2
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		48.0			48.0	62.0
Max Q Clear Time (g_c+I1), s		15.8			17.2	22.8
Green Ext Time (p_c), s		7.7			12.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

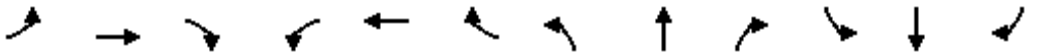
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	504	52	583	1396	505	677	1397
Future Volume (vph)	504	52	583	1396	505	677	1397
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	25.0	9.0	10.0
Total Split (s)	42.0	42.0	42.0	45.0	45.0	33.0	78.0
Total Split (%)	35.0%	35.0%	35.0%	37.5%	37.5%	27.5%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	30.5	30.5	30.5	36.3	36.3	25.2	65.6
Actuated g/C Ratio	0.29	0.29	0.29	0.34	0.34	0.24	0.62
v/c Ratio	0.83	0.84	0.78	0.82	0.75	0.85	0.45
Control Delay	52.3	49.3	43.3	37.8	25.6	51.0	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	49.3	43.3	37.8	25.6	51.0	11.8
LOS	D	D	D	D	C	D	B
Approach Delay		48.5		34.5			24.6
Approach LOS		D		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 33.6	Intersection LOS: C
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Cherry Av. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	504	52	583	0	0	0	0	1396	505	677	1397	0
Future Volume (veh/h)	504	52	583	0	0	0	0	1396	505	677	1397	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	712	0	370				0	1454	505	705	1455	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	944	0	420				0	1906	592	793	3295	0
Arrive On Green	0.26	0.00	0.26				0.00	0.37	0.37	0.23	0.64	0.00
Sat Flow, veh/h	3619	0	1610				0	5358	1610	3510	5358	0
Grp Volume(v), veh/h	712	0	370				0	1454	505	705	1455	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1610	1755	1729	0
Q Serve(g_s), s	17.4	0.0	21.2				0.0	23.7	27.8	18.7	13.7	0.0
Cycle Q Clear(g_c), s	17.4	0.0	21.2				0.0	23.7	27.8	18.7	13.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	944	0	420				0	1906	592	793	3295	0
V/C Ratio(X)	0.75	0.00	0.88				0.00	0.76	0.85	0.89	0.44	0.00
Avail Cap(c_a), veh/h	1393	0	620				0	2159	670	1059	3940	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.7	0.0	34.1				0.0	26.7	28.0	36.0	8.9	0.0
Incr Delay (d2), s/veh	0.6	0.0	7.2				0.0	1.2	8.6	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	8.6				0.0	9.2	11.2	8.2	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	0.0	41.3				0.0	27.9	36.6	42.2	8.9	0.0
LnGrp LOS	C	A	D				A	C	D	D	A	A
Approach Vol, veh/h		1082						1959			2160	
Approach Delay, s/veh		36.0						30.1			19.8	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.7	40.3		30.1		66.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	29.0	40.0		37.0		73.0
Max Q Clear Time (g_c+I1), s	20.7	29.8		23.2		15.7
Green Ext Time (p_c), s	1.0	5.5		1.9		8.1

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

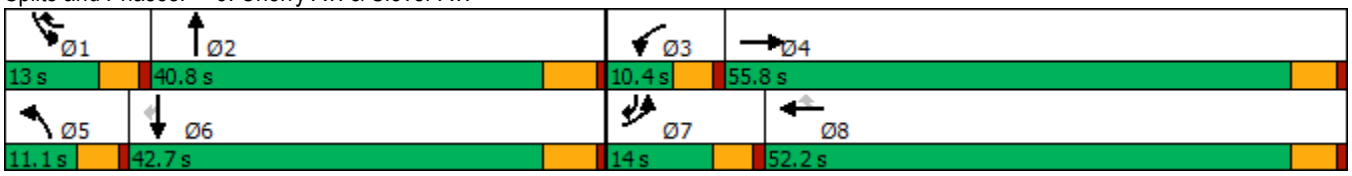
Notes

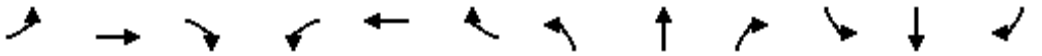
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	469	620	71	267	484	58	868	399	1069	511
Future Volume (vph)	469	620	71	267	484	58	868	399	1069	511
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	14.0	55.8	10.4	52.2	13.0	11.1	40.8	13.0	42.7	14.0
Total Split (%)	11.7%	46.5%	8.7%	43.5%	10.8%	9.3%	34.0%	10.8%	35.6%	11.7%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	9.8	28.7	5.8	22.0	31.5	6.4	24.2	8.8	29.2	45.1
Actuated g/C Ratio	0.11	0.33	0.07	0.26	0.37	0.07	0.28	0.10	0.34	0.52
v/c Ratio	1.20	0.60	0.32	0.30	0.81	0.46	0.66	1.14	0.64	0.52
Control Delay	146.8	26.6	48.2	26.0	29.3	56.1	30.4	129.0	28.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	146.8	26.6	48.2	26.0	29.3	56.1	30.4	129.0	28.1	6.6
LOS	F	C	D	C	C	E	C	F	C	A
Approach Delay		75.6		29.9			31.9		42.9	
Approach LOS		E		C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 46.2	Intersection LOS: D
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	620	62	71	267	484	58	868	44	399	1069	511
Future Volume (veh/h)	469	620	62	71	267	484	58	868	44	399	1069	511
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	653	61	75	281	388	61	914	38	420	1125	395
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	1083	101	165	962	579	81	1359	55	307	1858	746
Arrive On Green	0.12	0.33	0.33	0.05	0.27	0.27	0.05	0.26	0.26	0.10	0.32	0.32
Sat Flow, veh/h	3619	3338	311	3510	3610	1607	1810	5108	212	3619	5187	1610
Grp Volume(v), veh/h	494	353	361	75	281	388	61	618	334	420	1125	395
Grp Sat Flow(s),veh/h/ln	1810	1805	1844	1755	1805	1607	1810	1729	1862	1810	1729	1610
Q Serve(g_s), s	9.4	13.2	13.2	1.7	5.0	16.3	2.7	13.0	13.1	8.4	15.3	14.9
Cycle Q Clear(g_c), s	9.4	13.2	13.2	1.7	5.0	16.3	2.7	13.0	13.1	8.4	15.3	14.9
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	343	586	598	165	962	579	81	919	494	307	1858	746
V/C Ratio(X)	1.44	0.60	0.60	0.45	0.29	0.67	0.75	0.67	0.67	1.37	0.61	0.53
Avail Cap(c_a), veh/h	418	1122	1146	250	2085	1094	145	1487	801	374	2352	916
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	25.7	25.7	42.0	26.4	24.5	42.7	27.0	27.0	45.4	23.6	17.1
Incr Delay (d2), s/veh	214.0	1.0	1.0	0.7	0.2	1.3	5.2	0.9	1.6	186.1	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	6.1	6.2	0.8	2.3	6.6	1.4	5.3	5.8	11.5	6.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	258.9	26.7	26.7	42.7	26.6	25.8	47.9	28.1	28.9	231.4	23.9	17.7
LnGrp LOS	F	C	C	D	C	C	D	C	C	F	C	B
Approach Vol, veh/h		1208			744			1013			1940	
Approach Delay, s/veh		121.7			27.8			29.6			67.6	
Approach LOS		F			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	27.3	8.7	32.4	8.3	31.9	14.0	27.1
Change Period (Y+Rc), s	4.6	5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	8.4	35.0	5.8	50.6	6.5	36.9	9.4	47.0
Max Q Clear Time (g_c+I1), s	10.4	15.1	3.7	15.2	4.7	17.3	11.4	18.3
Green Ext Time (p_c), s	0.0	5.6	0.0	4.3	0.0	8.8	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	67.0
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	959	31	21	612	6	72	5	35	5	3	36
Future Vol, veh/h	33	959	31	21	612	6	72	5	35	5	3	36
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	1102	36	24	703	7	83	6	40	6	3	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	1138	0	0	1597	1955	569	1386	1970	356
Stage 1	-	-	-	-	-	-	1196	1196	-	756	756	-
Stage 2	-	-	-	-	-	-	401	759	-	630	1214	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	898	-	-	621	-	-	~ 73	65	470	104	63	646
Stage 1	-	-	-	-	-	-	201	262	-	371	419	-
Stage 2	-	-	-	-	-	-	602	418	-	441	257	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	897	-	-	621	-	-	~ 63	60	470	87	58	645
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	162	-	201	154	-
Stage 1	-	-	-	-	-	-	193	251	-	355	402	-
Stage 2	-	-	-	-	-	-	537	401	-	377	246	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	56.5	14.3
HCM LOS			F	B

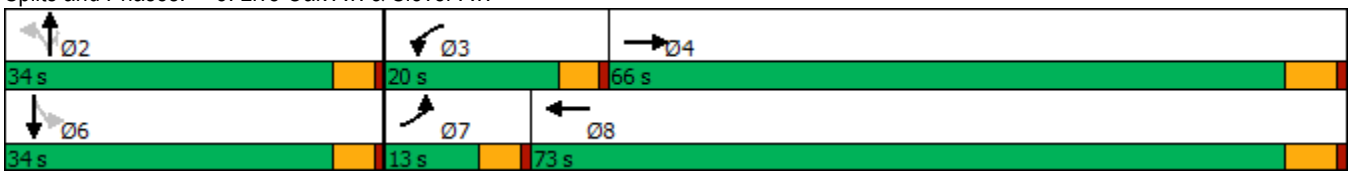
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	897	-	-	621	-	-	439
HCM Lane V/C Ratio	0.678	0.042	-	-	0.039	-	-	0.115
HCM Control Delay (s)	56.5	9.2	-	-	11	-	-	14.3
HCM Lane LOS	F	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	4.1	0.1	-	-	0.1	-	-	0.4

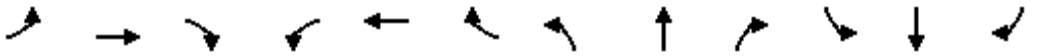
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	956	62	590	27	5	124	30	7
Future Volume (vph)	9	956	62	590	27	5	124	30	7
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	22.8	14.7	14.7	14.7	27.7	27.7
Total Split (s)	13.0	66.0	20.0	73.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	10.8%	55.0%	16.7%	60.8%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8		4.7	4.7		4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	5.5	29.6	7.4	35.2		12.4	12.4		12.4
Actuated g/C Ratio	0.09	0.49	0.12	0.58		0.21	0.21		0.21
v/c Ratio	0.06	0.61	0.30	0.32		0.11	0.31		0.16
Control Delay	33.7	14.5	32.4	7.7		24.3	7.5		21.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	33.7	14.5	32.4	7.7		24.3	7.5		21.1
LOS	C	B	C	A		C	A		C
Approach Delay		14.7		9.9		10.8			21.1
Approach LOS		B		A		B			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Live Oak Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	956	42	62	590	20	27	5	124	30	7	9
Future Volume (veh/h)	9	956	42	62	590	20	27	5	124	30	7	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1039	44	67	641	22	29	5	83	33	8	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	1549	66	111	1734	59	368	53	298	286	70	45
Arrive On Green	0.01	0.44	0.44	0.06	0.49	0.49	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3529	149	1810	3558	122	1234	286	1610	866	377	242
Grp Volume(v), veh/h	10	531	552	67	325	338	34	0	83	49	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1875	1520	0	1610	1485	0	0
Q Serve(g_s), s	0.3	11.3	11.3	1.7	5.4	5.4	0.0	0.0	2.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.3	11.3	11.3	1.7	5.4	5.4	0.7	0.0	2.1	1.1	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.07	0.85		1.00	0.67		0.16
Lane Grp Cap(c), veh/h	24	792	822	111	880	914	421	0	298	401	0	0
V/C Ratio(X)	0.43	0.67	0.67	0.60	0.37	0.37	0.08	0.00	0.28	0.12	0.00	0.00
Avail Cap(c_a), veh/h	316	2261	2346	580	2524	2621	1046	0	982	1012	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.5	10.7	10.7	22.0	7.7	7.7	16.2	0.0	16.8	16.4	0.0	0.0
Incr Delay (d2), s/veh	4.5	1.0	1.0	1.9	0.3	0.2	0.1	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.2	3.3	0.7	1.4	1.4	0.3	0.0	0.7	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	11.7	11.7	23.9	8.0	8.0	16.3	0.0	17.3	16.5	0.0	0.0
LnGrp LOS	C	B	B	C	A	A	B	A	B	B	A	A
Approach Vol, veh/h		1093			730			117			49	
Approach Delay, s/veh		11.8			9.4			17.0			16.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.6	7.6	26.9	13.6	5.2	29.2
Change Period (Y+Rc), s	* 4.7	4.6	5.8	* 4.7	4.6	5.8
Max Green Setting (Gmax), s	* 29	15.4	60.2	* 29	8.4	67.2
Max Q Clear Time (g_c+I1), s	4.1	3.7	13.3	3.1	2.3	7.4
Green Ext Time (p_c), s	0.4	0.0	7.8	0.2	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	15.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	1245	99	14	499	14	128	0	26	11	4	28
Future Vol, veh/h	21	1245	99	14	499	14	128	0	26	11	4	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	1324	105	15	531	15	136	0	28	12	4	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	546	0	0	1429	0	0	1722	1997	715	1275	2042	276
Stage 1	-	-	-	-	-	-	1421	1421	-	569	569	-
Stage 2	-	-	-	-	-	-	301	576	-	706	1473	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1033	-	-	482	-	-	~ 59	61	378	126	57	727
Stage 1	-	-	-	-	-	-	146	204	-	479	509	-
Stage 2	-	-	-	-	-	-	689	505	-	397	193	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1033	-	-	482	-	-	~ 53	58	378	112	54	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 119	149	-	231	135	-
Stage 1	-	-	-	-	-	-	143	200	-	469	493	-
Stage 2	-	-	-	-	-	-	633	489	-	360	189	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	209.6	16.1
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	135	1033	-	-	482	-	-	371
HCM Lane V/C Ratio	1.214	0.022	-	-	0.031	-	-	0.123
HCM Control Delay (s)	209.6	8.6	-	-	12.7	-	-	16.1
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	9.8	0.1	-	-	0.1	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	28	7	52	9	121	2	29	36	60	22	3
Future Vol, veh/h	12	28	7	52	9	121	2	29	36	60	22	3
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	35	9	66	11	153	3	37	46	76	28	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	45	0	0	223	367	25	288	295	82
Stage 1	-	-	-	-	-	-	71	71	-	220	220	-
Stage 2	-	-	-	-	-	-	152	296	-	68	75	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1427	-	-	1576	-	-	719	565	1052	647	620	968
Stage 1	-	-	-	-	-	-	936	840	-	768	725	-
Stage 2	-	-	-	-	-	-	841	672	-	940	836	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1427	-	-	1574	-	-	659	532	1049	560	584	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	659	532	-	560	584	-
Stage 1	-	-	-	-	-	-	925	830	-	760	691	-
Stage 2	-	-	-	-	-	-	766	640	-	848	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	2.1	10.6	12.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	729	1427	-	-	1574	-	-	575
HCM Lane V/C Ratio	0.116	0.011	-	-	0.042	-	-	0.187
HCM Control Delay (s)	10.6	7.5	0	-	7.4	0	-	12.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.7

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	102	15	43	157	41	20	105	74	32	145	14
Future Vol, veh/h	15	102	15	43	157	41	20	105	74	32	145	14
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	128	19	54	196	51	25	131	93	40	181	18
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.2	11	10.5	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	28%	0%	23%	0%	35%	0%	31%	0%
Vol Thru, %	72%	42%	77%	77%	65%	66%	69%	84%
Vol Right, %	0%	58%	0%	23%	0%	34%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	127	66	66	122	120	105	87
LT Vol	20	0	15	0	43	0	32	0
Through Vol	53	53	51	51	79	79	73	73
RT Vol	0	74	0	15	0	41	0	14
Lane Flow Rate	91	158	82	82	152	149	131	108
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.16	0.255	0.149	0.142	0.267	0.246	0.232	0.184
Departure Headway (Hd)	6.371	5.815	6.489	6.212	6.339	5.917	6.388	6.117
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	562	617	551	576	566	606	562	585
Service Time	4.121	3.566	4.243	3.966	4.087	3.664	4.136	3.866
HCM Lane V/C Ratio	0.162	0.256	0.149	0.142	0.269	0.246	0.233	0.185
HCM Control Delay	10.3	10.6	10.4	10	11.4	10.6	11.1	10.3
HCM Lane LOS	B	B	B	A	B	B	B	B
HCM 95th-tile Q	0.6	1	0.5	0.5	1.1	1	0.9	0.7

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	171	6	38	191	10	25	19	48	18	21	14
Future Vol, veh/h	21	171	6	38	191	10	25	19	48	18	21	14
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	214	8	48	239	13	31	24	60	23	26	18
Number of Lanes	0	2	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.3	9.6	9.2	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	0%	28%	0%	100%	0%
Vol Thru, %	0%	28%	80%	93%	72%	91%	0%	60%
Vol Right, %	0%	72%	0%	7%	0%	9%	0%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	67	107	92	134	106	18	35
LT Vol	25	0	21	0	38	0	18	0
Through Vol	0	19	86	86	96	96	0	21
RT Vol	0	48	0	6	0	10	0	14
Lane Flow Rate	31	84	133	114	167	132	22	44
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.056	0.125	0.2	0.167	0.25	0.19	0.04	0.069
Departure Headway (Hd)	6.404	5.393	5.399	5.254	5.389	5.18	6.471	5.682
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	556	659	660	678	662	688	549	624
Service Time	4.186	3.174	3.169	3.023	3.156	2.946	4.262	3.472
HCM Lane V/C Ratio	0.056	0.127	0.202	0.168	0.252	0.192	0.04	0.071
HCM Control Delay	9.6	9	9.5	9.1	10	9.2	9.5	8.9
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.7	0.6	1	0.7	0.1	0.2

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	199	33	93	184	9	47	79	70	18	99	8
Future Vol, veh/h	6	199	33	93	184	9	47	79	70	18	99	8
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	249	41	116	230	11	59	99	88	23	124	10
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.2	12.7	11.1	10.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	54%	0%	6%	0%	50%	0%	27%	0%
Vol Thru, %	46%	36%	94%	75%	50%	91%	73%	86%
Vol Right, %	0%	64%	0%	25%	0%	9%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	110	106	133	185	101	68	58
LT Vol	47	0	6	0	93	0	18	0
Through Vol	40	40	100	100	92	92	50	50
RT Vol	0	70	0	33	0	9	0	8
Lane Flow Rate	108	137	132	166	231	126	84	72
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.207	0.235	0.232	0.282	0.415	0.215	0.162	0.133
Departure Headway (Hd)	6.904	6.172	6.341	6.135	6.46	6.141	6.92	6.685
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	518	579	564	583	555	582	516	534
Service Time	4.67	3.937	4.102	3.896	4.218	3.9	4.694	4.458
HCM Lane V/C Ratio	0.208	0.237	0.234	0.285	0.416	0.216	0.163	0.135
HCM Control Delay	11.5	10.8	11	11.3	13.8	10.6	11	10.5
HCM Lane LOS	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.8	0.9	0.9	1.2	2	0.8	0.6	0.5

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	310	0	16	151	7	0	9	59	16	17	8
Future Vol, veh/h	11	310	0	16	151	7	0	9	59	16	17	8
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	378	0	20	184	9	0	11	72	20	21	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	378	0	0	547	638	189	451	634	98
Stage 1	-	-	-	-	-	-	404	404	-	230	230	-
Stage 2	-	-	-	-	-	-	143	234	-	221	404	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1391	-	-	1192	-	-	424	397	827	496	399	945
Stage 1	-	-	-	-	-	-	600	603	-	758	718	-
Stage 2	-	-	-	-	-	-	851	715	-	767	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1390	-	-	1192	-	-	393	384	827	432	386	944
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	384	-	432	386	-
Stage 1	-	-	-	-	-	-	593	596	-	748	704	-
Stage 2	-	-	-	-	-	-	802	701	-	679	596	-

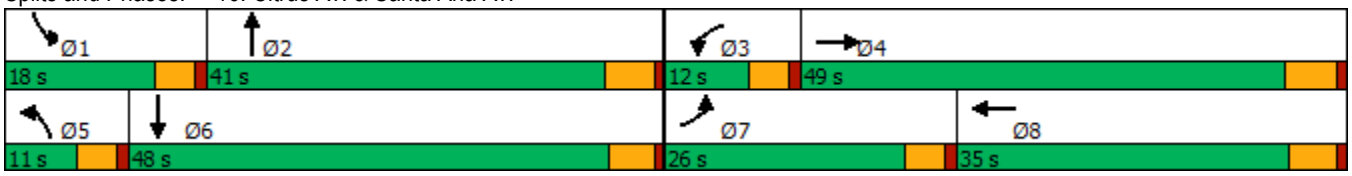
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.8	10.7	13.8
HCM LOS			B	B

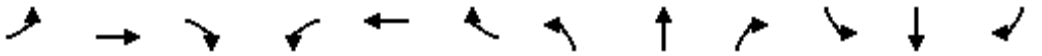
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	717	1390	-	-	1192	-	-	458
HCM Lane V/C Ratio	0.116	0.01	-	-	0.016	-	-	0.109
HCM Control Delay (s)	10.7	7.6	0	-	8.1	0.1	-	13.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	212	163	24	97	15	469	76	384
Future Volume (vph)	212	163	24	97	15	469	76	384
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.8	9.6	34.4	9.6	34.4	9.6	34.0
Total Split (s)	26.0	49.0	12.0	35.0	11.0	41.0	18.0	48.0
Total Split (%)	21.7%	40.8%	10.0%	29.2%	9.2%	34.2%	15.0%	40.0%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	4.4	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	5.4	4.6	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	13.8	25.6	6.3	10.6	6.0	17.2	8.4	26.4
Actuated g/C Ratio	0.20	0.37	0.09	0.15	0.09	0.25	0.12	0.38
v/c Ratio	0.62	0.14	0.15	0.31	0.10	0.59	0.37	0.35
Control Delay	38.1	18.0	41.3	19.2	41.9	28.0	39.8	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	18.0	41.3	19.2	41.9	28.0	39.8	17.3
LOS	D	B	D	B	D	C	D	B
Approach Delay		28.9		21.9		28.5		20.5
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 69.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Citrus Av. & Santa Ana Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	163	14	24	97	74	15	469	32	76	384	64
Future Volume (veh/h)	212	163	14	24	97	74	15	469	32	76	384	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	172	15	25	102	78	16	494	34	80	404	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	831	72	53	244	172	36	800	55	123	872	143
Arrive On Green	0.16	0.25	0.25	0.03	0.12	0.12	0.02	0.23	0.23	0.07	0.28	0.28
Sat Flow, veh/h	1810	3357	290	1810	2024	1424	1810	3427	235	1810	3096	509
Grp Volume(v), veh/h	223	92	95	25	90	90	16	260	268	80	234	237
Grp Sat Flow(s),veh/h/ln	1810	1805	1842	1810	1805	1644	1810	1805	1858	1810	1805	1801
Q Serve(g_s), s	5.7	1.9	2.0	0.7	2.2	2.5	0.4	6.2	6.3	2.1	5.2	5.3
Cycle Q Clear(g_c), s	5.7	1.9	2.0	0.7	2.2	2.5	0.4	6.2	6.3	2.1	5.2	5.3
Prop In Lane	1.00		0.16	1.00		0.87	1.00		0.13	1.00		0.28
Lane Grp Cap(c), veh/h	283	447	456	53	218	198	36	421	434	123	508	507
V/C Ratio(X)	0.79	0.20	0.21	0.47	0.41	0.45	0.44	0.62	0.62	0.65	0.46	0.47
Avail Cap(c_a), veh/h	800	1610	1644	277	1103	1005	239	1327	1366	501	1603	1599
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	14.4	14.5	23.1	19.7	19.8	23.5	16.6	16.6	22.0	14.4	14.4
Incr Delay (d2), s/veh	1.9	0.2	0.2	2.4	1.3	1.6	3.1	1.5	1.4	2.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.7	0.7	0.3	0.9	0.9	0.2	2.3	2.4	0.8	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	14.7	14.7	25.5	21.0	21.4	26.6	18.1	18.1	24.1	15.0	15.1
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		410			205			544			551	
Approach Delay, s/veh		18.4			21.7			18.3			16.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	16.7	6.0	17.8	5.6	19.0	12.2	11.6
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	* 5.8
Max Green Setting (Gmax), s	13.4	35.6	7.4	43.2	6.4	* 43	21.4	* 30
Max Q Clear Time (g_c+I1), s	4.1	8.3	2.7	4.0	2.4	7.3	7.7	4.5
Green Ext Time (p_c), s	0.0	3.0	0.0	1.0	0.0	2.8	0.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

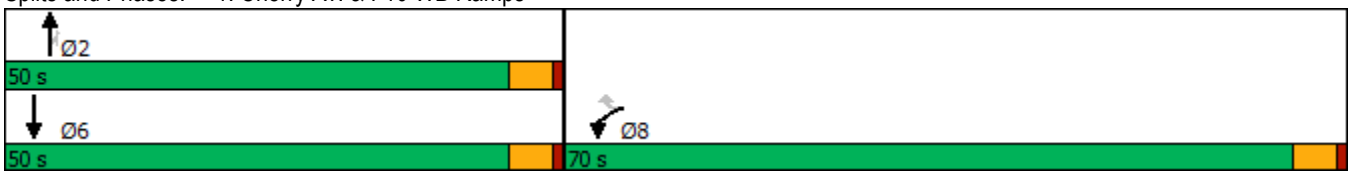
APPENDIX 6.2: OPENING YEAR CUMULATIVE (2024) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	676	763	1252	566	2062
Future Volume (vph)	676	763	1252	566	2062
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		2	
Detector Phase	8	8	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6
Total Split (s)	70.0	70.0	50.0	50.0	50.0
Total Split (%)	58.3%	58.3%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	62.4	62.4	44.0	44.0	44.0
Actuated g/C Ratio	0.54	0.54	0.38	0.38	0.38
v/c Ratio	0.40	0.96	0.70	0.70	0.92
Control Delay	16.7	49.8	33.4	13.0	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	49.8	33.4	13.0	41.9
LOS	B	D	C	B	D
Approach Delay	34.2		27.0		41.9
Approach LOS	C		C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 34.8	Intersection LOS: C
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Cherry Av. & I-10 WB Ramps





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	676	763	1252	566	0	2062
Future Volume (veh/h)	676	763	1252	566	0	2062
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900
Adj Flow Rate, veh/h	743	701	1376	0	0	2266
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1638	751	2215		0	2791
Arrive On Green	0.47	0.47	0.43	0.00	0.00	0.43
Sat Flow, veh/h	3510	1610	5358	1610	0	7068
Grp Volume(v), veh/h	743	701	1376	0	0	2266
Grp Sat Flow(s),veh/h/ln	1755	1610	1729	1610	0	1634
Q Serve(g_s), s	13.5	38.6	19.4	0.0	0.0	28.6
Cycle Q Clear(g_c), s	13.5	38.6	19.4	0.0	0.0	28.6
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	1638	751	2215		0	2791
V/C Ratio(X)	0.45	0.93	0.62		0.00	0.81
Avail Cap(c_a), veh/h	2429	1114	2485		0	3131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	23.7	21.0	0.0	0.0	23.6
Incr Delay (d2), s/veh	0.1	8.3	0.2	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	15.4	7.2	0.0	0.0	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	32.0	21.2	0.0	0.0	25.0
LnGrp LOS	B	C	C		A	C
Approach Vol, veh/h	1444		1376			2266
Approach Delay, s/veh	24.3		21.2			25.0
Approach LOS	C		C			C

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		45.1			45.1	48.8
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		45.0			45.0	65.0
Max Q Clear Time (g_c+I1), s		21.4			30.6	40.6
Green Ext Time (p_c), s		6.6			9.5	3.2

Intersection Summary						
HCM 6th Ctrl Delay			23.8			
HCM 6th LOS			C			

Notes

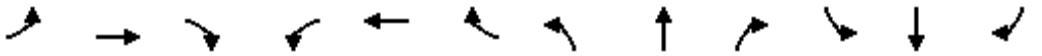
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	616	9	878	1201	633	538	1682
Future Volume (vph)	616	9	878	1201	633	538	1682
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	25.0	9.0	10.0
Total Split (s)	47.0	47.0	47.0	47.0	47.0	26.0	73.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	21.7%	60.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	41.5	41.5	41.5	37.2	37.2	20.8	62.0
Actuated g/C Ratio	0.37	0.37	0.37	0.33	0.33	0.18	0.55
v/c Ratio	0.89	0.94	0.86	0.75	0.89	0.89	0.63
Control Delay	53.2	61.8	47.2	37.3	32.1	63.3	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	53.2	61.8	47.2	37.3	32.1	63.3	19.1
LOS	D	E	D	D	C	E	B
Approach Delay		54.1		35.5			29.8
Approach LOS		D		D			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 38.3	Intersection LOS: D
Intersection Capacity Utilization 92.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: Cherry Av. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	616	9	878	0	0	0	0	1201	633	538	1682	0
Future Volume (veh/h)	616	9	878	0	0	0	0	1201	633	538	1682	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	958	0	542				0	1278	640	572	1789	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1267	0	564				0	1835	570	626	2934	0
Arrive On Green	0.35	0.00	0.35				0.00	0.35	0.35	0.18	0.57	0.00
Sat Flow, veh/h	3619	0	1610				0	5358	1610	3510	5358	0
Grp Volume(v), veh/h	958	0	542				0	1278	640	572	1789	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1610	1755	1729	0
Q Serve(g_s), s	27.8	0.0	39.2				0.0	25.1	42.0	19.0	27.2	0.0
Cycle Q Clear(g_c), s	27.8	0.0	39.2				0.0	25.1	42.0	19.0	27.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1267	0	564				0	1835	570	626	2934	0
V/C Ratio(X)	0.76	0.00	0.96				0.00	0.70	1.12	0.91	0.61	0.00
Avail Cap(c_a), veh/h	1280	0	570				0	1835	570	650	2971	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.1	0.0	37.8				0.0	32.9	38.4	47.9	17.1	0.0
Incr Delay (d2), s/veh	2.3	0.0	27.8				0.0	1.0	76.5	16.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	0.0	18.9				0.0	10.2	27.8	9.5	9.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	65.6				0.0	33.9	114.9	64.6	17.4	0.0
LnGrp LOS	D	A	E				A	C	F	E	B	A
Approach Vol, veh/h		1500						1918			2361	
Approach Delay, s/veh		47.0						60.9			28.8	
Approach LOS		D						E			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.2	47.0		46.6		72.2
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	22.0	42.0		42.0		68.0
Max Q Clear Time (g_c+I1), s	21.0	44.0		41.2		29.2
Green Ext Time (p_c), s	0.2	0.0		0.4		10.9

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

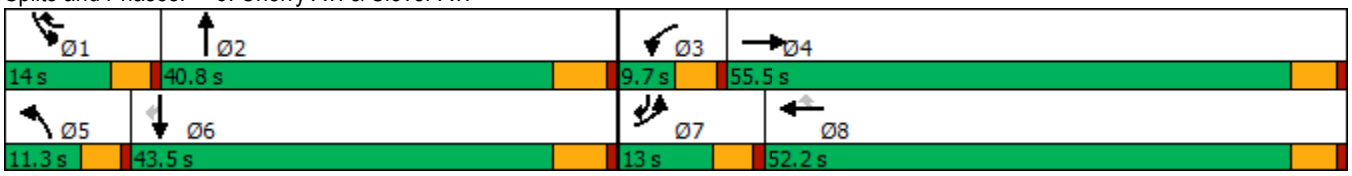
Notes

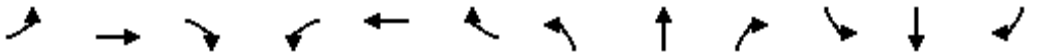
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	432	231	53	278	361	44	1070	624	1129	808
Future Volume (vph)	432	231	53	278	361	44	1070	624	1129	808
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	13.0	55.5	9.7	52.2	14.0	11.3	40.8	14.0	43.5	13.0
Total Split (%)	10.8%	46.3%	8.1%	43.5%	11.7%	9.4%	34.0%	11.7%	36.3%	10.8%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	8.8	24.7	5.3	16.6	31.8	6.2	25.2	9.8	33.5	48.4
Actuated g/C Ratio	0.11	0.30	0.07	0.20	0.39	0.08	0.31	0.12	0.41	0.59
v/c Ratio	1.12	0.25	0.24	0.38	0.54	0.32	0.71	1.45	0.53	0.72
Control Delay	119.5	21.7	45.1	28.7	18.6	48.3	28.7	243.9	22.1	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.5	21.7	45.1	28.7	18.6	48.3	28.7	243.9	22.1	12.4
LOS	F	C	D	C	B	D	C	F	C	B
Approach Delay		82.4		24.7			29.4		73.1	
Approach LOS		F		C			C		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.45	
Intersection Signal Delay: 57.8	Intersection LOS: E
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	231	34	53	278	361	44	1070	53	624	1129	808
Future Volume (veh/h)	432	231	34	53	278	361	44	1070	53	624	1129	808
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	436	233	28	54	281	273	44	1081	54	630	1140	693
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	335	810	96	146	705	487	68	1804	88	375	2287	864
Arrive On Green	0.10	0.25	0.25	0.04	0.20	0.20	0.04	0.36	0.36	0.11	0.43	0.43
Sat Flow, veh/h	3619	3249	386	3510	3610	1610	1810	5060	253	3619	5187	1610
Grp Volume(v), veh/h	436	128	133	54	281	273	44	738	397	630	1140	693
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1755	1805	1610	1810	1729	1855	1810	1729	1610
Q Serve(g_s), s	8.4	4.8	4.9	1.3	5.8	12.0	2.0	14.8	14.9	9.4	13.6	30.3
Cycle Q Clear(g_c), s	8.4	4.8	4.9	1.3	5.8	12.0	2.0	14.8	14.9	9.4	13.6	30.3
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	335	450	456	146	705	487	68	1232	661	375	2287	864
V/C Ratio(X)	1.30	0.29	0.29	0.37	0.40	0.56	0.65	0.60	0.60	1.68	0.50	0.80
Avail Cap(c_a), veh/h	359	1071	1086	211	2002	1072	143	1428	766	401	2307	876
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	26.6	26.7	40.9	30.8	25.7	41.7	22.5	22.5	40.6	17.6	16.5
Incr Delay (d2), s/veh	155.0	0.3	0.3	0.6	0.4	1.0	3.8	0.5	1.0	316.6	0.2	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	2.1	2.2	0.6	2.5	4.6	1.0	5.7	6.2	20.5	4.9	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	196.1	27.0	27.0	41.5	31.2	26.7	45.5	23.2	23.6	357.2	17.7	21.9
LnGrp LOS	F	C	C	D	C	C	D	C	C	F	B	C
Approach Vol, veh/h		697			608			1179			2463	
Approach Delay, s/veh		132.8			30.1			24.1			105.7	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	35.9	8.2	26.6	7.8	42.1	13.0	21.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	9.4	35.0	5.1	50.3	6.7	37.7	8.4	47.0
Max Q Clear Time (g_c+I1), s	11.4	16.9	3.3	6.9	4.0	32.3	10.4	14.0
Green Ext Time (p_c), s	0.0	6.7	0.0	1.4	0.0	4.0	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	80.8
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	676	87	9	695	8	22	2	30	1	1	29
Future Vol, veh/h	44	676	87	9	695	8	22	2	30	1	1	29
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	751	97	10	772	9	24	2	33	1	1	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	782	0	0	848	0	0	1305	1700	424	1273	1744	392
Stage 1	-	-	-	-	-	-	898	898	-	798	798	-
Stage 2	-	-	-	-	-	-	407	802	-	475	946	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	845	-	-	798	-	-	120	93	584	126	87	613
Stage 1	-	-	-	-	-	-	305	361	-	350	401	-
Stage 2	-	-	-	-	-	-	597	399	-	545	343	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	844	-	-	798	-	-	107	86	584	111	81	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	195	-	225	196	-
Stage 1	-	-	-	-	-	-	287	340	-	329	395	-
Stage 2	-	-	-	-	-	-	557	393	-	481	323	-

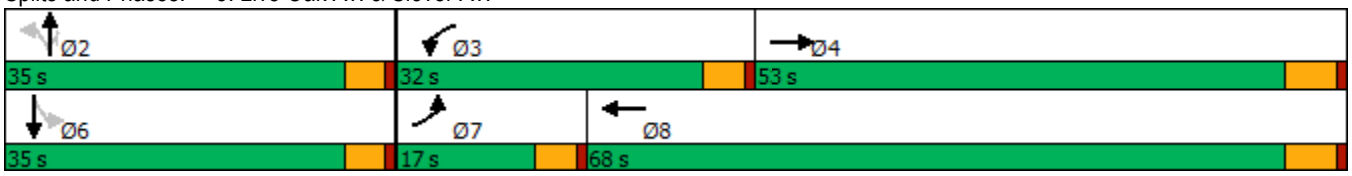
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	18.5	12.1
HCM LOS			C	B

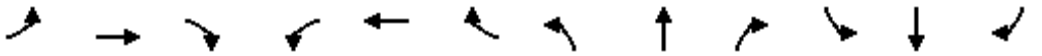
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	844	-	-	798	-	-	545
HCM Lane V/C Ratio	0.184	0.058	-	-	0.013	-	-	0.063
HCM Control Delay (s)	18.5	9.5	-	-	9.6	-	-	12.1
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	8	576	95	671	56	4	84	22	2
Future Volume (vph)	8	576	95	671	56	4	84	22	2
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	22.8	14.7	14.7	14.7	27.7	27.7
Total Split (s)	17.0	53.0	32.0	68.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	14.2%	44.2%	26.7%	56.7%	29.2%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8		4.7	4.7		4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	5.5	22.4	8.0	30.9		12.5	12.5		12.5
Actuated g/C Ratio	0.11	0.45	0.16	0.62		0.25	0.25		0.25
v/c Ratio	0.04	0.40	0.35	0.35		0.19	0.18		0.10
Control Delay	26.9	15.3	25.6	8.7		18.9	4.4		13.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	26.9	15.3	25.6	8.7		18.9	4.4		13.9
LOS	C	B	C	A		B	A		B
Approach Delay		15.5		10.7		10.4			13.9
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 46.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Live Oak Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	576	27	95	671	43	56	4	84	22	2	12
Future Volume (veh/h)	8	576	27	95	671	43	56	4	84	22	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	619	25	102	722	46	60	4	38	24	2	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	1085	44	158	1316	84	465	25	325	349	44	61
Arrive On Green	0.01	0.31	0.31	0.09	0.38	0.38	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3533	143	1810	3440	219	1380	126	1610	905	218	302
Grp Volume(v), veh/h	9	316	328	102	379	389	64	0	38	33	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1871	1810	1805	1854	1505	0	1610	1425	0	0
Q Serve(g_s), s	0.2	5.5	5.5	2.0	6.1	6.1	0.0	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	5.5	5.5	2.0	6.1	6.1	1.1	0.0	0.7	1.1	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.12	0.94		1.00	0.73		0.21
Lane Grp Cap(c), veh/h	22	554	575	158	691	709	490	0	325	454	0	0
V/C Ratio(X)	0.42	0.57	0.57	0.65	0.55	0.55	0.13	0.00	0.12	0.07	0.00	0.00
Avail Cap(c_a), veh/h	600	2278	2361	1326	3002	3084	1373	0	1305	1338	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	10.9	10.9	16.5	9.0	9.0	12.3	0.0	12.2	12.1	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.9	0.9	1.6	0.7	0.7	0.1	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.5	1.6	0.7	1.5	1.5	0.4	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	11.8	11.8	18.1	9.7	9.7	12.5	0.0	12.4	12.2	0.0	0.0
LnGrp LOS	C	B	B	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		653			870			102			33	
Approach Delay, s/veh		11.9			10.7			12.4			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.2	7.9	17.3		12.2	5.0	20.1				
Change Period (Y+Rc), s		* 4.7	4.6	5.8		* 4.7	4.6	5.8				
Max Green Setting (Gmax), s		* 30	27.4	47.2		* 30	12.4	62.2				
Max Q Clear Time (g_c+I1), s		3.1	4.0	7.5		3.1	2.2	8.1				
Green Ext Time (p_c), s		0.4	0.1	3.8		0.1	0.0	4.9				

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	607	207	33	561	9	96	0	14	4	1	19
Future Vol, veh/h	32	607	207	33	561	9	96	0	14	4	1	19
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	653	223	35	603	10	103	0	15	4	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	615	0	0	876	0	0	1208	1518	438	1075	1624	312
Stage 1	-	-	-	-	-	-	833	833	-	680	680	-
Stage 2	-	-	-	-	-	-	375	685	-	395	944	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	974	-	-	779	-	-	141	120	572	177	104	690
Stage 1	-	-	-	-	-	-	334	386	-	412	454	-
Stage 2	-	-	-	-	-	-	624	451	-	607	344	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	972	-	-	779	-	-	128	110	572	162	96	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	225	-	279	203	-
Stage 1	-	-	-	-	-	-	322	372	-	397	433	-
Stage 2	-	-	-	-	-	-	575	430	-	570	332	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	30.6	12.4
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	256	972	-	-	779	-	-	512
HCM Lane V/C Ratio	0.462	0.035	-	-	0.046	-	-	0.05
HCM Control Delay (s)	30.6	8.8	-	-	9.8	-	-	12.4
HCM Lane LOS	D	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.3	0.1	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	7	5	44	8	85	0	39	16	118	83	15
Future Vol, veh/h	14	7	5	44	8	85	0	39	16	118	83	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	7	5	46	8	89	0	41	17	124	87	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	12	0	0	180	229	6	199	187	49
Stage 1	-	-	-	-	-	-	40	40	-	145	145	-
Stage 2	-	-	-	-	-	-	140	189	-	54	42	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1509	-	-	1620	-	-	771	674	1081	747	711	1016
Stage 1	-	-	-	-	-	-	976	866	-	849	781	-
Stage 2	-	-	-	-	-	-	854	748	-	958	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1509	-	-	1620	-	-	665	647	1081	679	683	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	665	647	-	679	683	-
Stage 1	-	-	-	-	-	-	966	857	-	841	758	-
Stage 2	-	-	-	-	-	-	722	726	-	889	855	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	2.3	10.3	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	733	1509	-	-	1620	-	-	697
HCM Lane V/C Ratio	0.079	0.01	-	-	0.029	-	-	0.326
HCM Control Delay (s)	10.3	7.4	0	-	7.3	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	9	45	2	8	124
Future Vol, veh/h	2	9	45	2	8	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	10	49	2	9	135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	203	50	0	0	51	0
Stage 1	50	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	790	1024	-	-	1568	-
Stage 1	978	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	785	1024	-	-	1568	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	970	1568	-
HCM Lane V/C Ratio	-	-	0.012	0.006	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	8	39	14	37	89
Future Vol, veh/h	3	8	39	14	37	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	9	42	15	40	97

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	227	50	0	0	57	0
Stage 1	50	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	766	1024	-	-	1560	-
Stage 1	978	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	745	1024	-	-	1560	-
Mov Cap-2 Maneuver	745	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	929	1560	-
HCM Lane V/C Ratio	-	-	0.013	0.026	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	140	12	90	115	35	23	157	72	34	84	8
Future Vol, veh/h	17	140	12	90	115	35	23	157	72	34	84	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	169	14	108	139	42	28	189	87	41	101	10
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.4	11.3	10.9	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	23%	0%	20%	0%	61%	0%	45%	0%
Vol Thru, %	77%	52%	80%	85%	39%	62%	55%	84%
Vol Right, %	0%	48%	0%	15%	0%	38%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	151	87	82	148	93	76	50
LT Vol	23	0	17	0	90	0	34	0
Through Vol	79	79	70	70	58	58	42	42
RT Vol	0	72	0	12	0	35	0	8
Lane Flow Rate	122	181	105	99	178	111	92	60
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.214	0.294	0.186	0.169	0.318	0.182	0.169	0.105
Departure Headway (Hd)	6.299	5.845	6.379	6.176	6.451	5.873	6.638	6.297
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	615	562	580	556	610	539	567
Service Time	4.045	3.591	4.129	3.926	4.198	3.62	4.392	4.051
HCM Lane V/C Ratio	0.214	0.294	0.187	0.171	0.32	0.182	0.171	0.106
HCM Control Delay	10.8	11	10.6	10.2	12.2	9.9	10.7	9.8
HCM Lane LOS	B	B	B	B	B	A	B	A
HCM 95th-tile Q	0.8	1.2	0.7	0.6	1.4	0.7	0.6	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	3	244	178	7
Future Vol, veh/h	8	3	3	244	178	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	3	3	265	193	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	336	101	201	0	-	0
Stage 1	197	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	639	941	1383	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	637	941	1383	-	-	-
Mov Cap-2 Maneuver	637	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1383	-	699	-	-
HCM Lane V/C Ratio	0.002	-	0.017	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	14	241	153	28
Future Vol, veh/h	6	3	14	241	153	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	3	15	262	166	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	342	98	196	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	634	945	1389	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	626	945	1389	-	-	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1389	-	705	-	-
HCM Lane V/C Ratio	0.011	-	0.014	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	173	21	32	211	6	16	24	35	23	53	17
Future Vol, veh/h	27	173	21	32	211	6	16	24	35	23	53	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	186	23	34	227	6	17	26	38	25	57	18
Number of Lanes	0	2	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.2	9.4	8.9	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	24%	0%	23%	0%	100%	0%
Vol Thru, %	0%	41%	76%	80%	77%	95%	0%	76%
Vol Right, %	0%	59%	0%	20%	0%	5%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	59	114	108	138	112	23	70
LT Vol	16	0	27	0	32	0	23	0
Through Vol	0	24	87	87	106	106	0	53
RT Vol	0	35	0	21	0	6	0	17
Lane Flow Rate	17	63	122	116	148	120	25	75
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.03	0.096	0.183	0.165	0.22	0.173	0.043	0.118
Departure Headway (Hd)	6.355	5.431	5.385	5.128	5.349	5.194	6.322	5.645
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	654	663	695	667	687	563	630
Service Time	4.137	3.211	3.148	2.891	3.111	2.956	4.101	3.424
HCM Lane V/C Ratio	0.03	0.096	0.184	0.167	0.222	0.175	0.044	0.119
HCM Control Delay	9.3	8.8	9.4	8.9	9.6	9.1	9.4	9.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.7	0.6	0.8	0.6	0.1	0.4

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	166	61	72	181	5	33	83	81	9	98	6
Future Vol, veh/h	5	166	61	72	181	5	33	83	81	9	98	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	189	69	82	206	6	38	94	92	10	111	7
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.2	11	10.3	10
HCM LOS	B	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	44%	0%	6%	0%	44%	0%	16%	0%
Vol Thru, %	56%	34%	94%	58%	56%	95%	84%	89%
Vol Right, %	0%	66%	0%	42%	0%	5%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	123	88	144	163	96	58	55
LT Vol	33	0	5	0	72	0	9	0
Through Vol	42	42	83	83	91	91	49	49
RT Vol	0	81	0	61	0	5	0	6
Lane Flow Rate	85	139	100	164	185	109	66	62
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.152	0.223	0.167	0.258	0.315	0.177	0.118	0.11
Departure Headway (Hd)	6.462	5.768	5.997	5.668	6.132	5.871	6.466	6.31
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	555	622	598	633	585	611	554	567
Service Time	4.206	3.511	3.737	3.407	3.871	3.61	4.215	4.059
HCM Lane V/C Ratio	0.153	0.223	0.167	0.259	0.316	0.178	0.119	0.109
HCM Control Delay	10.4	10.2	9.9	10.4	11.7	9.9	10.1	9.8
HCM Lane LOS	B	B	A	B	B	A	B	A
HCM 95th-tile Q	0.5	0.8	0.6	1	1.3	0.6	0.4	0.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	126	0	18	271	8	4	9	22	5	23	10
Future Vol, veh/h	9	126	0	18	271	8	4	9	22	5	23	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	137	0	20	295	9	4	10	24	5	25	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	304	0	0	137	0	0	357	501	69	434	497	152
Stage 1	-	-	-	-	-	-	157	157	-	340	340	-
Stage 2	-	-	-	-	-	-	200	344	-	94	157	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1268	-	-	1459	-	-	579	475	986	510	477	873
Stage 1	-	-	-	-	-	-	835	772	-	654	643	-
Stage 2	-	-	-	-	-	-	789	640	-	908	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1268	-	-	1459	-	-	537	463	986	480	465	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	537	463	-	480	465	-
Stage 1	-	-	-	-	-	-	827	765	-	648	632	-
Stage 2	-	-	-	-	-	-	736	629	-	867	765	-

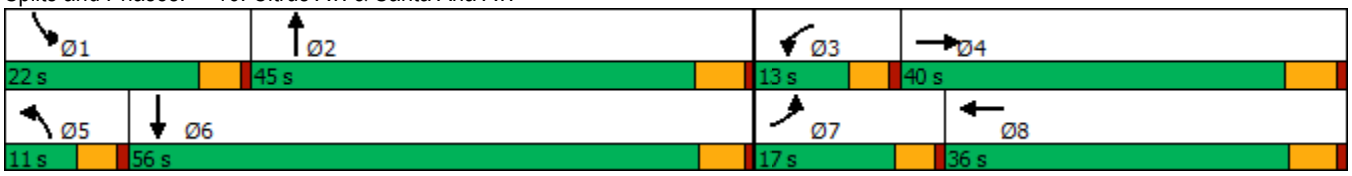
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	10.3	12.3
HCM LOS			B	B

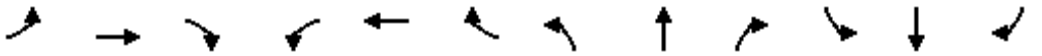
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	711	1268	-	-	1459	-	-	533
HCM Lane V/C Ratio	0.054	0.008	-	-	0.013	-	-	0.077
HCM Control Delay (s)	10.3	7.9	0	-	7.5	0.1	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	85	50	29	128	7	495	92	326
Future Volume (vph)	85	50	29	128	7	495	92	326
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.8	9.6	34.4	9.6	34.4	9.6	34.0
Total Split (s)	17.0	40.0	13.0	36.0	11.0	45.0	22.0	56.0
Total Split (%)	14.2%	33.3%	10.8%	30.0%	9.2%	37.5%	18.3%	46.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	4.4	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	5.4	4.6	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	8.6	17.0	6.8	11.3	6.1	18.6	9.0	28.0
Actuated g/C Ratio	0.14	0.27	0.11	0.18	0.10	0.30	0.14	0.45
v/c Ratio	0.36	0.07	0.16	0.33	0.04	0.54	0.38	0.33
Control Delay	36.4	18.4	37.1	17.7	38.6	23.9	35.8	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	18.4	37.1	17.7	38.6	23.9	35.8	12.0
LOS	D	B	D	B	D	C	D	B
Approach Delay		28.8		20.0		24.0		15.8
Approach LOS		C		C		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Citrus Av. & Santa Ana Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	50	11	29	128	83	7	495	38	92	326	162
Future Volume (veh/h)	85	50	11	29	128	83	7	495	38	92	326	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	53	11	31	136	43	7	527	34	98	347	160
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	467	94	65	317	97	17	934	60	143	824	373
Arrive On Green	0.08	0.16	0.16	0.04	0.12	0.12	0.01	0.27	0.27	0.08	0.34	0.34
Sat Flow, veh/h	1810	2992	602	1810	2724	831	1810	3438	221	1810	2414	1093
Grp Volume(v), veh/h	90	31	33	31	88	91	7	276	285	98	258	249
Grp Sat Flow(s),veh/h/ln	1810	1805	1789	1810	1805	1750	1810	1805	1855	1810	1805	1702
Q Serve(g_s), s	2.2	0.7	0.7	0.7	2.0	2.1	0.2	5.9	5.9	2.4	4.9	5.0
Cycle Q Clear(g_c), s	2.2	0.7	0.7	0.7	2.0	2.1	0.2	5.9	5.9	2.4	4.9	5.0
Prop In Lane	1.00		0.34	1.00		0.47	1.00		0.12	1.00		0.64
Lane Grp Cap(c), veh/h	136	281	279	65	210	204	17	490	504	143	616	581
V/C Ratio(X)	0.66	0.11	0.12	0.48	0.42	0.44	0.42	0.56	0.57	0.69	0.42	0.43
Avail Cap(c_a), veh/h	504	1385	1373	341	1240	1202	260	1604	1648	707	2066	1948
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	16.2	16.2	21.1	18.3	18.3	22.0	14.0	14.0	20.0	11.3	11.3
Incr Delay (d2), s/veh	2.0	0.2	0.2	2.0	1.3	1.5	6.0	1.0	1.0	2.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.2	0.3	0.8	0.8	0.1	2.0	2.0	0.9	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	16.3	16.4	23.1	19.6	19.9	27.9	15.0	15.0	22.2	11.7	11.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		154			210			568			605	
Approach Delay, s/veh		19.7			20.2			15.1			13.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	17.5	6.2	12.7	5.0	20.6	8.0	11.0
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	* 5.8
Max Green Setting (Gmax), s	17.4	39.6	8.4	34.2	6.4	* 51	12.4	* 31
Max Q Clear Time (g_c+I1), s	4.4	7.9	2.7	2.7	2.2	7.0	4.2	4.1
Green Ext Time (p_c), s	0.1	3.3	0.0	0.3	0.0	3.2	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

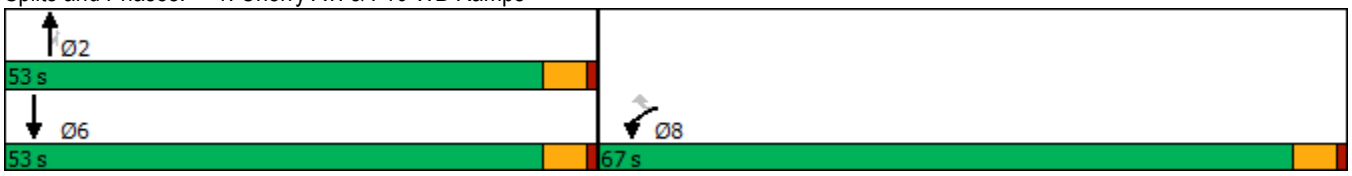
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	570	575	1417	530	1910
Future Volume (vph)	570	575	1417	530	1910
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		2	
Detector Phase	8	8	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6
Total Split (s)	67.0	67.0	53.0	53.0	53.0
Total Split (%)	55.8%	55.8%	44.2%	44.2%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	38.4	38.4	35.3	35.3	35.3
Actuated g/C Ratio	0.45	0.45	0.42	0.42	0.42
v/c Ratio	0.37	0.80	0.68	0.61	0.72
Control Delay	15.9	29.5	23.1	9.6	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	29.5	23.1	9.6	23.5
LOS	B	C	C	A	C
Approach Delay	22.7		19.4		23.5
Approach LOS	C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Cherry Av. & I-10 WB Ramps





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	570	575	1417	530	0	1910
Future Volume (veh/h)	570	575	1417	530	0	1910
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900
Adj Flow Rate, veh/h	588	559	1461	0	0	1969
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1375	631	2350		0	2962
Arrive On Green	0.39	0.39	0.45	0.00	0.00	0.45
Sat Flow, veh/h	3510	1610	5358	1610	0	7068
Grp Volume(v), veh/h	588	559	1461	0	0	1969
Grp Sat Flow(s),veh/h/ln	1755	1610	1729	1610	0	1634
Q Serve(g_s), s	7.9	20.8	13.8	0.0	0.0	15.2
Cycle Q Clear(g_c), s	7.9	20.8	13.8	0.0	0.0	15.2
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	1375	631	2350		0	2962
V/C Ratio(X)	0.43	0.89	0.62		0.00	0.66
Avail Cap(c_a), veh/h	3380	1550	3866		0	4872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	18.3	13.4	0.0	0.0	13.8
Incr Delay (d2), s/veh	0.1	1.7	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.2	4.3	0.0	0.0	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	20.0	13.5	0.0	0.0	13.9
LnGrp LOS	B	B	B		A	B
Approach Vol, veh/h	1147		1461			1969
Approach Delay, s/veh	17.1		13.5			13.9
Approach LOS	B		B			B

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		34.2			34.2	30.2
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		48.0			48.0	62.0
Max Q Clear Time (g_c+I1), s		15.8			17.2	22.8
Green Ext Time (p_c), s		7.7			12.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

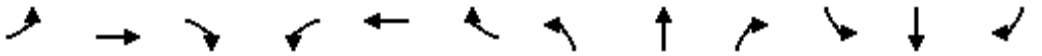
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	504	52	607	1442	505	677	1398
Future Volume (vph)	504	52	607	1442	505	677	1398
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	25.0	9.0	10.0
Total Split (s)	42.0	42.0	42.0	45.0	45.0	33.0	78.0
Total Split (%)	35.0%	35.0%	35.0%	37.5%	37.5%	27.5%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	31.3	31.3	31.3	37.4	37.4	25.4	67.0
Actuated g/C Ratio	0.29	0.29	0.29	0.34	0.34	0.23	0.62
v/c Ratio	0.85	0.85	0.80	0.84	0.75	0.86	0.45
Control Delay	54.3	50.4	45.0	39.0	26.2	52.5	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	50.4	45.0	39.0	26.2	52.5	12.0
LOS	D	D	D	D	C	D	B
Approach Delay		50.0		35.7			25.2
Approach LOS		D		D			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 34.7	Intersection LOS: C
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Cherry Av. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	504	52	607	0	0	0	0	1442	505	677	1398	0
Future Volume (veh/h)	504	52	607	0	0	0	0	1442	505	677	1398	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	724	0	383				0	1502	505	705	1456	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	969	0	431				0	1894	588	790	3272	0
Arrive On Green	0.27	0.00	0.27				0.00	0.37	0.37	0.23	0.63	0.00
Sat Flow, veh/h	3619	0	1610				0	5358	1610	3510	5358	0
Grp Volume(v), veh/h	724	0	383				0	1502	505	705	1456	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1610	1755	1729	0
Q Serve(g_s), s	18.1	0.0	22.5				0.0	25.5	28.6	19.2	14.2	0.0
Cycle Q Clear(g_c), s	18.1	0.0	22.5				0.0	25.5	28.6	19.2	14.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	969	0	431				0	1894	588	790	3272	0
V/C Ratio(X)	0.75	0.00	0.89				0.00	0.79	0.86	0.89	0.45	0.00
Avail Cap(c_a), veh/h	1358	0	604				0	2104	653	1032	3840	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.0	0.0	34.7				0.0	28.0	29.0	37.0	9.3	0.0
Incr Delay (d2), s/veh	0.8	0.0	9.2				0.0	1.7	9.5	6.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	9.4				0.0	10.0	11.7	8.5	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	43.8				0.0	29.7	38.4	43.9	9.4	0.0
LnGrp LOS	C	A	D				A	C	D	D	A	A
Approach Vol, veh/h		1107						2007			2161	
Approach Delay, s/veh		37.3						31.9			20.6	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.2	41.0		31.4		67.2						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	40.0		37.0		73.0						
Max Q Clear Time (g_c+I1), s	21.2	30.6		24.5		16.2						
Green Ext Time (p_c), s	1.0	5.4		1.9		8.1						

Intersection Summary												
HCM 6th Ctrl Delay			28.4									
HCM 6th LOS			C									

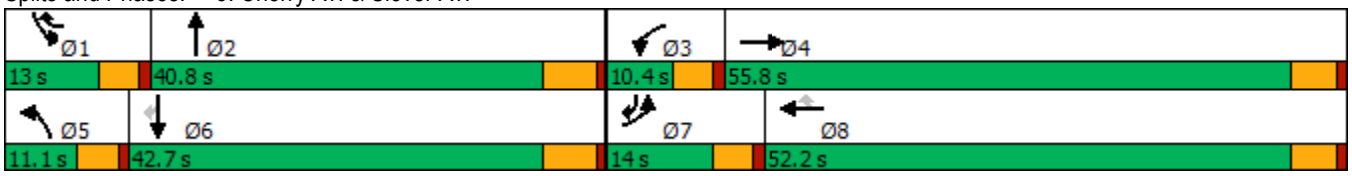
Notes

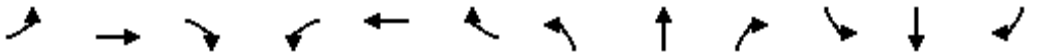
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	469	621	71	271	530	58	868	424	1069	511
Future Volume (vph)	469	621	71	271	530	58	868	424	1069	511
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	14.0	55.8	10.4	52.2	13.0	11.1	40.8	13.0	42.7	14.0
Total Split (%)	11.7%	46.5%	8.7%	43.5%	10.8%	9.3%	34.0%	10.8%	35.6%	11.7%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	9.8	28.7	5.8	22.1	31.5	6.4	24.2	8.8	29.2	45.1
Actuated g/C Ratio	0.11	0.33	0.07	0.26	0.37	0.07	0.28	0.10	0.34	0.52
v/c Ratio	1.20	0.60	0.32	0.31	0.89	0.46	0.66	1.21	0.64	0.52
Control Delay	146.9	26.6	48.2	26.1	36.9	56.1	30.4	153.9	28.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	146.9	26.6	48.2	26.1	36.9	56.1	30.4	153.9	28.1	6.7
LOS	F	C	D	C	D	E	C	F	C	A
Approach Delay		75.6		34.5			31.9		49.2	
Approach LOS		E		C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 49.4	Intersection LOS: D
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	621	62	71	271	530	58	868	44	424	1069	511
Future Volume (veh/h)	469	621	62	71	271	530	58	868	44	424	1069	511
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	654	61	75	285	437	61	914	38	446	1125	395
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	331	1159	108	161	1055	614	80	1342	54	296	1800	721
Arrive On Green	0.11	0.36	0.36	0.05	0.29	0.29	0.04	0.26	0.26	0.10	0.31	0.31
Sat Flow, veh/h	3619	3338	311	3510	3610	1607	1810	5108	212	3619	5187	1610
Grp Volume(v), veh/h	494	353	362	75	285	437	61	618	334	446	1125	395
Grp Sat Flow(s),veh/h/ln	1810	1805	1844	1755	1805	1607	1810	1729	1862	1810	1729	1610
Q Serve(g_s), s	9.4	13.4	13.4	1.8	5.2	19.4	2.8	13.8	13.8	8.4	16.2	16.0
Cycle Q Clear(g_c), s	9.4	13.4	13.4	1.8	5.2	19.4	2.8	13.8	13.8	8.4	16.2	16.0
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	331	626	640	161	1055	614	80	907	488	296	1800	721
V/C Ratio(X)	1.49	0.56	0.57	0.47	0.27	0.71	0.76	0.68	0.68	1.51	0.62	0.55
Avail Cap(c_a), veh/h	398	1069	1092	238	1986	1042	138	1416	763	356	2240	872
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	25.1	25.1	43.9	25.7	24.8	44.6	28.6	28.6	47.2	25.5	19.0
Incr Delay (d2), s/veh	237.1	0.8	0.8	0.8	0.1	1.5	5.5	0.9	1.7	245.5	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	6.1	6.2	0.8	2.3	7.9	1.5	5.6	6.1	13.7	6.5	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	283.8	25.9	25.9	44.7	25.8	26.4	50.1	29.8	30.5	292.7	25.9	19.6
LnGrp LOS	F	C	C	D	C	C	D	C	C	F	C	B
Approach Vol, veh/h		1209			797			1013			1966	
Approach Delay, s/veh		131.3			27.9			31.3			85.1	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	28.1	8.8	35.6	8.4	32.6	14.0	30.4
Change Period (Y+Rc), s	4.6	5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	8.4	35.0	5.8	50.6	6.5	36.9	9.4	47.0
Max Q Clear Time (g_c+I1), s	10.4	15.8	3.8	15.4	4.8	18.2	11.4	21.4
Green Ext Time (p_c), s	0.0	5.6	0.0	4.3	0.0	8.6	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	76.2
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	985	31	21	662	6	72	5	35	5	3	36
Future Vol, veh/h	33	985	31	21	662	6	72	5	35	5	3	36
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	1132	36	24	761	7	83	6	40	6	3	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	769	0	0	1168	0	0	1656	2043	584	1459	2058	385
Stage 1	-	-	-	-	-	-	1226	1226	-	814	814	-
Stage 2	-	-	-	-	-	-	430	817	-	645	1244	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	854	-	-	605	-	-	~ 66	57	460	92	56	619
Stage 1	-	-	-	-	-	-	192	253	-	342	394	-
Stage 2	-	-	-	-	-	-	579	393	-	432	248	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	853	-	-	605	-	-	~ 57	52	460	76	51	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	152	-	188	145	-
Stage 1	-	-	-	-	-	-	183	242	-	327	378	-
Stage 2	-	-	-	-	-	-	514	377	-	368	237	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	63.6	14.8
HCM LOS			F	B

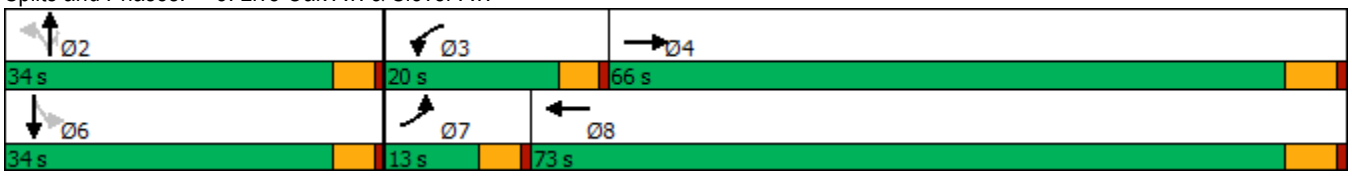
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	180	853	-	-	605	-	-	417
HCM Lane V/C Ratio	0.715	0.044	-	-	0.04	-	-	0.121
HCM Control Delay (s)	63.6	9.4	-	-	11.2	-	-	14.8
HCM Lane LOS	F	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	4.4	0.1	-	-	0.1	-	-	0.4

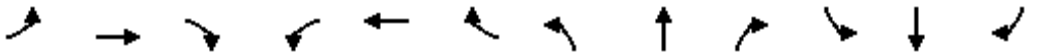
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	982	62	640	27	5	124	30	7
Future Volume (vph)	9	982	62	640	27	5	124	30	7
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	22.8	14.7	14.7	14.7	27.7	27.7
Total Split (s)	13.0	66.0	20.0	73.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	10.8%	55.0%	16.7%	60.8%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8		4.7	4.7		4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	5.4	30.3	7.3	38.6		12.3	12.3		12.3
Actuated g/C Ratio	0.09	0.48	0.12	0.61		0.19	0.19		0.19
v/c Ratio	0.06	0.65	0.32	0.33		0.12	0.32		0.17
Control Delay	34.4	15.8	33.8	7.5		25.1	7.7		21.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	34.4	15.8	33.8	7.5		25.1	7.7		21.9
LOS	C	B	C	A		C	A		C
Approach Delay		16.0		9.8		11.2			21.9
Approach LOS		B		A		B			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 63.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Live Oak Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	982	42	62	640	20	27	5	124	30	7	9
Future Volume (veh/h)	9	982	42	62	640	20	27	5	124	30	7	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1067	44	67	696	22	29	5	83	33	8	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	1579	65	111	1767	56	363	52	295	282	69	44
Arrive On Green	0.01	0.45	0.45	0.06	0.50	0.50	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3533	146	1810	3569	113	1235	286	1610	866	376	242
Grp Volume(v), veh/h	10	545	566	67	352	366	34	0	83	49	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1874	1810	1805	1877	1521	0	1610	1485	0	0
Q Serve(g_s), s	0.3	11.7	11.7	1.8	6.0	6.0	0.0	0.0	2.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.3	11.7	11.7	1.8	6.0	6.0	0.7	0.0	2.2	1.1	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.06	0.85		1.00	0.67		0.16
Lane Grp Cap(c), veh/h	24	807	838	111	894	929	415	0	295	395	0	0
V/C Ratio(X)	0.43	0.68	0.68	0.61	0.39	0.39	0.08	0.00	0.28	0.12	0.00	0.00
Avail Cap(c_a), veh/h	311	2222	2307	570	2481	2579	1028	0	965	995	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.9	10.7	10.7	22.4	7.7	7.7	16.6	0.0	17.2	16.8	0.0	0.0
Incr Delay (d2), s/veh	4.5	1.0	1.0	2.0	0.3	0.3	0.1	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.3	3.4	0.7	1.5	1.6	0.3	0.0	0.7	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	11.7	11.7	24.4	8.0	8.0	16.7	0.0	17.7	16.9	0.0	0.0
LnGrp LOS	C	B	B	C	A	A	B	A	B	B	A	A
Approach Vol, veh/h		1121			785			117			49	
Approach Delay, s/veh		11.8			9.4			17.4			16.9	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.7	7.6	27.7	13.7	5.2	30.0
Change Period (Y+Rc), s	* 4.7	4.6	5.8	* 4.7	4.6	5.8
Max Green Setting (Gmax), s	* 29	15.4	60.2	* 29	8.4	67.2
Max Q Clear Time (g_c+I1), s	4.2	3.8	13.7	3.1	2.3	8.0
Green Ext Time (p_c), s	0.4	0.0	8.2	0.2	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	38.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	1245	125	14	499	14	178	0	26	11	4	28
Future Vol, veh/h	21	1245	125	14	499	14	178	0	26	11	4	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	1324	133	15	531	15	189	0	28	12	4	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	546	0	0	1457	0	0	1736	2011	729	1275	2070	276
Stage 1	-	-	-	-	-	-	1435	1435	-	569	569	-
Stage 2	-	-	-	-	-	-	301	576	-	706	1501	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1033	-	-	470	-	-	~ 57	60	370	126	55	727
Stage 1	-	-	-	-	-	-	~ 143	201	-	479	509	-
Stage 2	-	-	-	-	-	-	689	505	-	397	187	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1033	-	-	470	-	-	~ 51	57	370	112	52	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 117	147	-	231	131	-
Stage 1	-	-	-	-	-	-	~ 140	197	-	469	493	-
Stage 2	-	-	-	-	-	-	632	489	-	359	183	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	$ 404	16.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	128	1033	-	-	470	-	-	368
HCM Lane V/C Ratio	1.695	0.022	-	-	0.032	-	-	0.124
HCM Control Delay (s)	$ 404	8.6	-	-	12.9	-	-	16.2
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	16.2	0.1	-	-	0.1	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	28	7	52	9	123	2	78	36	62	46	3
Future Vol, veh/h	12	28	7	52	9	123	2	78	36	62	46	3
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	35	9	66	11	156	3	99	46	78	58	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	45	0	0	238	370	25	320	296	84
Stage 1	-	-	-	-	-	-	71	71	-	221	221	-
Stage 2	-	-	-	-	-	-	167	299	-	99	75	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1423	-	-	1576	-	-	702	563	1052	614	619	965
Stage 1	-	-	-	-	-	-	936	840	-	767	724	-
Stage 2	-	-	-	-	-	-	824	670	-	902	836	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1423	-	-	1574	-	-	617	530	1049	481	583	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	617	530	-	481	583	-
Stage 1	-	-	-	-	-	-	925	830	-	759	690	-
Stage 2	-	-	-	-	-	-	716	639	-	750	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	2.1	12.5	14.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	628	1423	-	-	1574	-	-	526
HCM Lane V/C Ratio	0.234	0.011	-	-	0.042	-	-	0.267
HCM Control Delay (s)	12.5	7.6	0	-	7.4	0	-	14.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	1.1

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	13	103	4	14	92
Future Vol, veh/h	3	13	103	4	14	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	14	112	4	15	100

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	244	114	0	0	116	0
Stage 1	114	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	749	944	-	-	1485	-
Stage 1	916	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	944	-	-	1485	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	898	1485	-
HCM Lane V/C Ratio	-	-	0.019	0.01	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	36	71	4	10	85
Future Vol, veh/h	13	36	71	4	10	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	39	77	4	11	92

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	79	0	0	81	0
Stage 1	79	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	800	987	-	-	1529	-
Stage 1	949	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	987	-	-	1529	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	927	1529	-
HCM Lane V/C Ratio	-	-	0.057	0.007	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	102	17	61	157	41	22	105	111	32	145	14
Future Vol, veh/h	15	102	17	61	157	41	22	105	111	32	145	14
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	128	21	76	196	51	28	131	139	40	181	18
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.5	11.7	11.3	11
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	30%	0%	23%	0%	44%	0%	31%	0%
Vol Thru, %	70%	32%	77%	75%	56%	66%	69%	84%
Vol Right, %	0%	68%	0%	25%	0%	34%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	164	66	68	140	120	105	87
LT Vol	22	0	15	0	61	0	32	0
Through Vol	53	53	51	51	79	79	73	73
RT Vol	0	111	0	17	0	41	0	14
Lane Flow Rate	93	204	82	85	174	149	131	108
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.168	0.333	0.154	0.151	0.317	0.252	0.239	0.189
Departure Headway (Hd)	6.497	5.865	6.7	6.406	6.545	6.08	6.574	6.304
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	550	611	533	558	548	589	545	567
Service Time	4.258	3.625	4.468	4.174	4.304	3.838	4.338	4.067
HCM Lane V/C Ratio	0.169	0.334	0.154	0.152	0.318	0.253	0.24	0.19
HCM Control Delay	10.6	11.6	10.7	10.3	12.3	10.9	11.4	10.5
HCM Lane LOS	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.6	1.5	0.5	0.5	1.4	1	0.9	0.7

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	5	5	226	211	12
Future Vol, veh/h	12	5	5	226	211	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	5	5	246	229	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	369	121	242	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	610	914	1336	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	914	1336	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	674	-	-
HCM Lane V/C Ratio	0.004	-	0.027	-	-
HCM Control Delay (s)	7.7	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	13	4	204	208	8
Future Vol, veh/h	27	13	4	204	208	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	14	4	222	226	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	350	118	235	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	626	918	1344	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	624	918	1344	-	-	-
Mov Cap-2 Maneuver	624	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1344	-	696	-	-
HCM Lane V/C Ratio	0.003	-	0.062	-	-
HCM Control Delay (s)	7.7	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	208	6	38	209	10	25	19	48	18	21	14
Future Vol, veh/h	21	208	6	38	209	10	25	19	48	18	21	14
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	260	8	48	261	13	31	24	60	23	26	18
Number of Lanes	0	2	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.7	9.8	9.4	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	17%	0%	27%	0%	100%	0%
Vol Thru, %	0%	28%	83%	95%	73%	91%	0%	60%
Vol Right, %	0%	72%	0%	5%	0%	9%	0%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	67	125	110	143	115	18	35
LT Vol	25	0	21	0	38	0	18	0
Through Vol	0	19	104	104	105	105	0	21
RT Vol	0	48	0	6	0	10	0	14
Lane Flow Rate	31	84	156	138	178	143	22	44
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.057	0.129	0.235	0.202	0.269	0.209	0.042	0.072
Departure Headway (Hd)	6.554	5.541	5.422	5.299	5.442	5.246	6.733	5.942
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	542	640	656	671	656	678	535	606
Service Time	4.354	3.34	3.204	3.081	3.221	3.026	4.433	3.642
HCM Lane V/C Ratio	0.057	0.131	0.238	0.206	0.271	0.211	0.041	0.073
HCM Control Delay	9.8	9.2	9.9	9.4	10.2	9.4	9.7	9.1
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.2	0.4	0.9	0.8	1.1	0.8	0.1	0.2

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	236	33	93	202	9	47	79	70	18	99	8
Future Vol, veh/h	6	236	33	93	202	9	47	79	70	18	99	8
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	295	41	116	253	11	59	99	88	23	124	10
Number of Lanes	0	2	0	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.8	13.2	11.5	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	54%	0%	5%	0%	48%	0%	27%	0%
Vol Thru, %	46%	36%	95%	78%	52%	92%	73%	86%
Vol Right, %	0%	64%	0%	22%	0%	8%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	110	124	151	194	110	68	58
LT Vol	47	0	6	0	93	0	18	0
Through Vol	40	40	118	118	101	101	50	50
RT Vol	0	70	0	33	0	9	0	8
Lane Flow Rate	108	137	155	189	242	138	84	72
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.213	0.242	0.276	0.327	0.442	0.239	0.167	0.137
Departure Headway (Hd)	7.095	6.362	6.411	6.231	6.557	6.256	7.122	6.886
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	561	558	574	546	571	500	518
Service Time	4.875	4.141	4.183	4.003	4.328	4.026	4.91	4.674
HCM Lane V/C Ratio	0.214	0.244	0.278	0.329	0.443	0.242	0.168	0.139
HCM Control Delay	11.8	11.2	11.6	12	14.5	11	11.3	10.8
HCM Lane LOS	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.8	0.9	1.1	1.4	2.2	0.9	0.6	0.5

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	347	0	16	169	7	0	9	59	16	17	8
Future Vol, veh/h	11	347	0	16	169	7	0	9	59	16	17	8
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	423	0	20	206	9	0	11	72	20	21	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	423	0	0	603	705	212	495	701	109
Stage 1	-	-	-	-	-	-	449	449	-	252	252	-
Stage 2	-	-	-	-	-	-	154	256	-	243	449	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1366	-	-	1147	-	-	387	363	800	462	365	930
Stage 1	-	-	-	-	-	-	564	576	-	736	702	-
Stage 2	-	-	-	-	-	-	839	699	-	745	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1365	-	-	1147	-	-	357	351	800	400	353	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	351	-	400	353	-
Stage 1	-	-	-	-	-	-	557	569	-	726	687	-
Stage 2	-	-	-	-	-	-	789	684	-	657	569	-

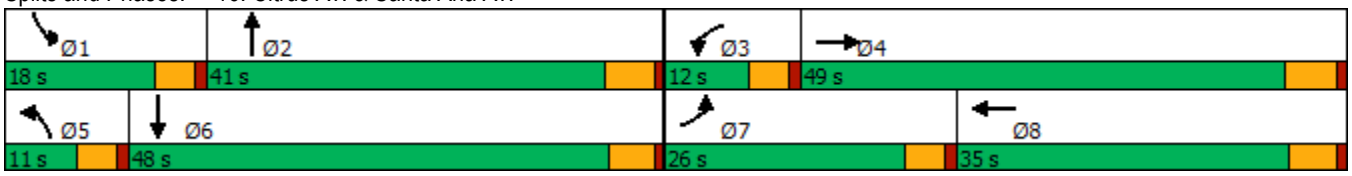
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.8	11	14.6
HCM LOS			B	B

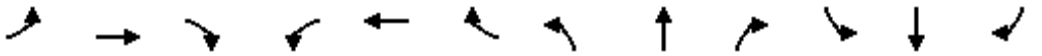
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	684	1365	-	-	1147	-	-	424
HCM Lane V/C Ratio	0.121	0.01	-	-	0.017	-	-	0.118
HCM Control Delay (s)	11	7.7	0	-	8.2	0.1	-	14.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	244	167	24	98	15	469	76	384
Future Volume (vph)	244	167	24	98	15	469	76	384
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.8	9.6	34.4	9.6	34.4	9.6	34.0
Total Split (s)	26.0	49.0	12.0	35.0	11.0	41.0	18.0	48.0
Total Split (%)	21.7%	40.8%	10.0%	29.2%	9.2%	34.2%	15.0%	40.0%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	4.4	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	5.4	4.6	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	15.7	27.5	6.2	10.6	5.9	17.4	8.4	26.5
Actuated g/C Ratio	0.22	0.39	0.09	0.15	0.08	0.24	0.12	0.37
v/c Ratio	0.65	0.14	0.16	0.32	0.11	0.60	0.38	0.37
Control Delay	38.2	17.7	42.1	19.8	42.9	29.1	40.9	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	17.7	42.1	19.8	42.9	29.1	40.9	18.0
LOS	D	B	D	B	D	C	D	B
Approach Delay		29.4		22.5		29.5		21.2
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Citrus Av. & Santa Ana Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	167	14	24	98	74	15	469	32	76	384	81
Future Volume (veh/h)	244	167	14	24	98	74	15	469	32	76	384	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	176	15	25	103	78	16	494	34	80	404	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	896	76	53	242	169	36	790	54	121	823	172
Arrive On Green	0.18	0.27	0.27	0.03	0.12	0.12	0.02	0.23	0.23	0.07	0.28	0.28
Sat Flow, veh/h	1810	3365	284	1810	2032	1417	1810	3427	235	1810	2966	618
Grp Volume(v), veh/h	257	94	97	25	90	91	16	260	268	80	244	245
Grp Sat Flow(s),veh/h/ln	1810	1805	1843	1810	1805	1645	1810	1805	1858	1810	1805	1779
Q Serve(g_s), s	6.8	2.0	2.1	0.7	2.3	2.6	0.4	6.5	6.5	2.2	5.7	5.8
Cycle Q Clear(g_c), s	6.8	2.0	2.1	0.7	2.3	2.6	0.4	6.5	6.5	2.2	5.7	5.8
Prop In Lane	1.00		0.15	1.00		0.86	1.00		0.13	1.00		0.35
Lane Grp Cap(c), veh/h	320	481	491	53	215	196	36	416	428	121	501	494
V/C Ratio(X)	0.80	0.19	0.20	0.47	0.42	0.46	0.44	0.62	0.63	0.66	0.49	0.50
Avail Cap(c_a), veh/h	772	1556	1589	267	1066	971	231	1282	1319	484	1548	1526
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	14.2	14.2	23.9	20.5	20.6	24.3	17.3	17.4	22.8	15.1	15.2
Incr Delay (d2), s/veh	1.8	0.2	0.2	2.4	1.3	1.7	3.2	1.5	1.5	2.3	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.7	0.7	0.3	0.9	0.9	0.2	2.4	2.5	0.9	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	14.4	14.4	26.3	21.8	22.3	27.4	18.9	18.9	25.1	15.9	15.9
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		448			206			544			569	
Approach Delay, s/veh		18.6			22.6			19.1			17.2	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	16.9	6.1	19.2	5.6	19.3	13.5	11.8
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	* 5.8
Max Green Setting (Gmax), s	13.4	35.6	7.4	43.2	6.4	* 43	21.4	* 30
Max Q Clear Time (g_c+I1), s	4.2	8.5	2.7	4.1	2.4	7.8	8.8	4.6
Green Ext Time (p_c), s	0.0	3.0	0.0	1.0	0.0	2.9	0.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX 6.3: OPENING YEAR CUMULATIVE (2024) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

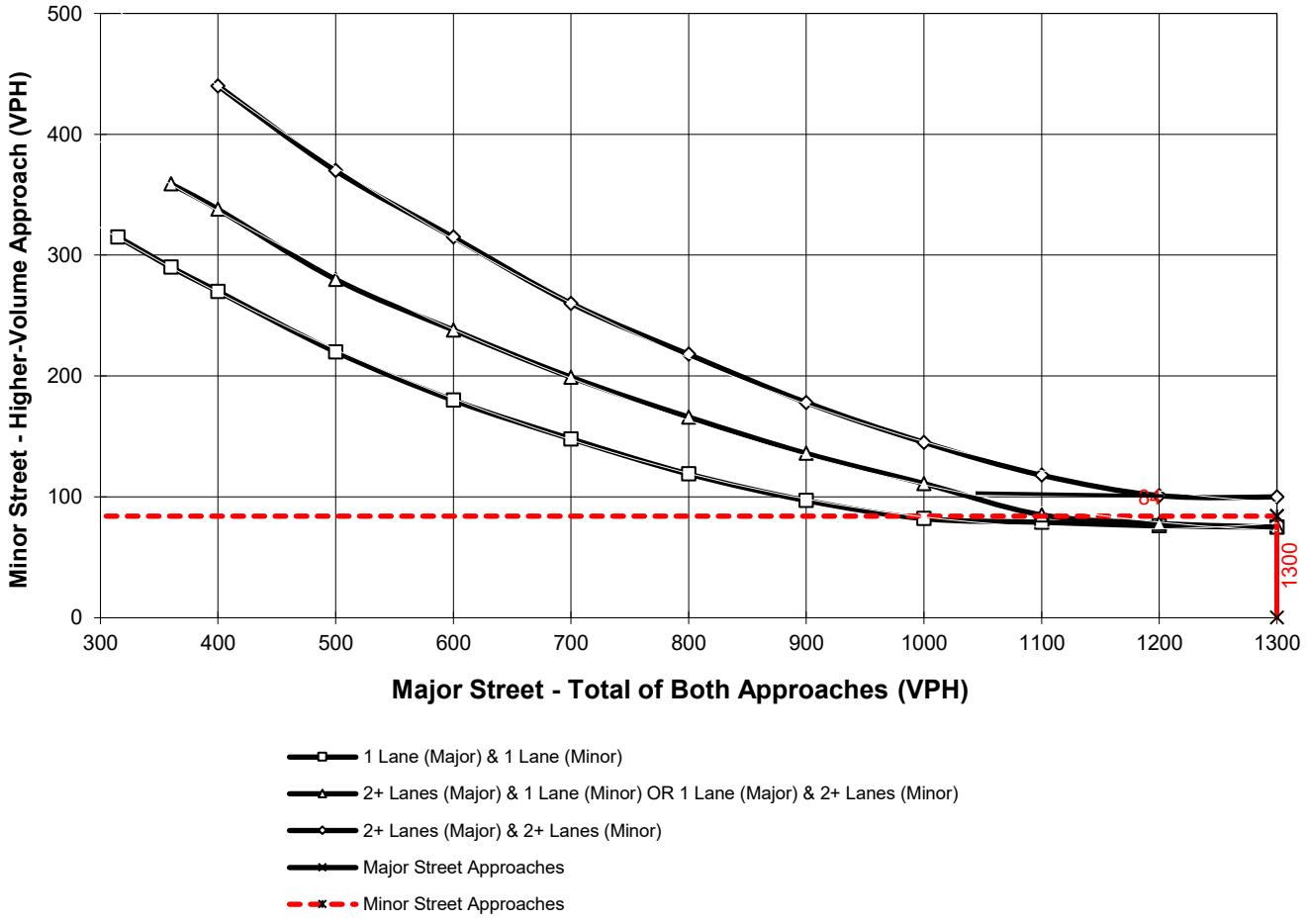
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC NP (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Slover Av.**
Total of Both Approaches (VPH) = **1353**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Redwood Av.**
High Volume Approach (VPH) = **84**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

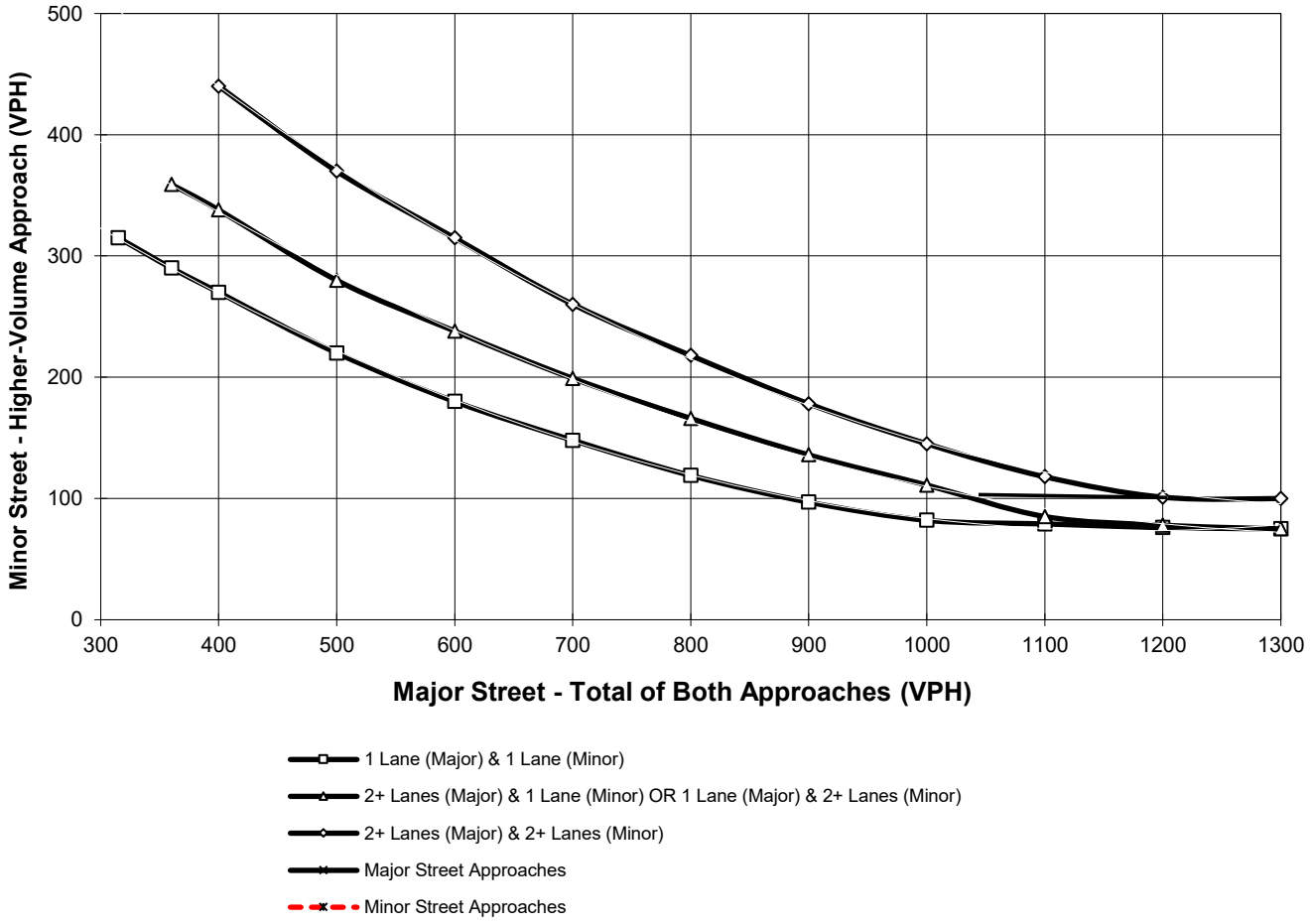
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC NP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Hemlock Av.** Total of Both Approaches (VPH) = **175**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Santa Ana Av.** High Volume Approach (VPH) = **122**
Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

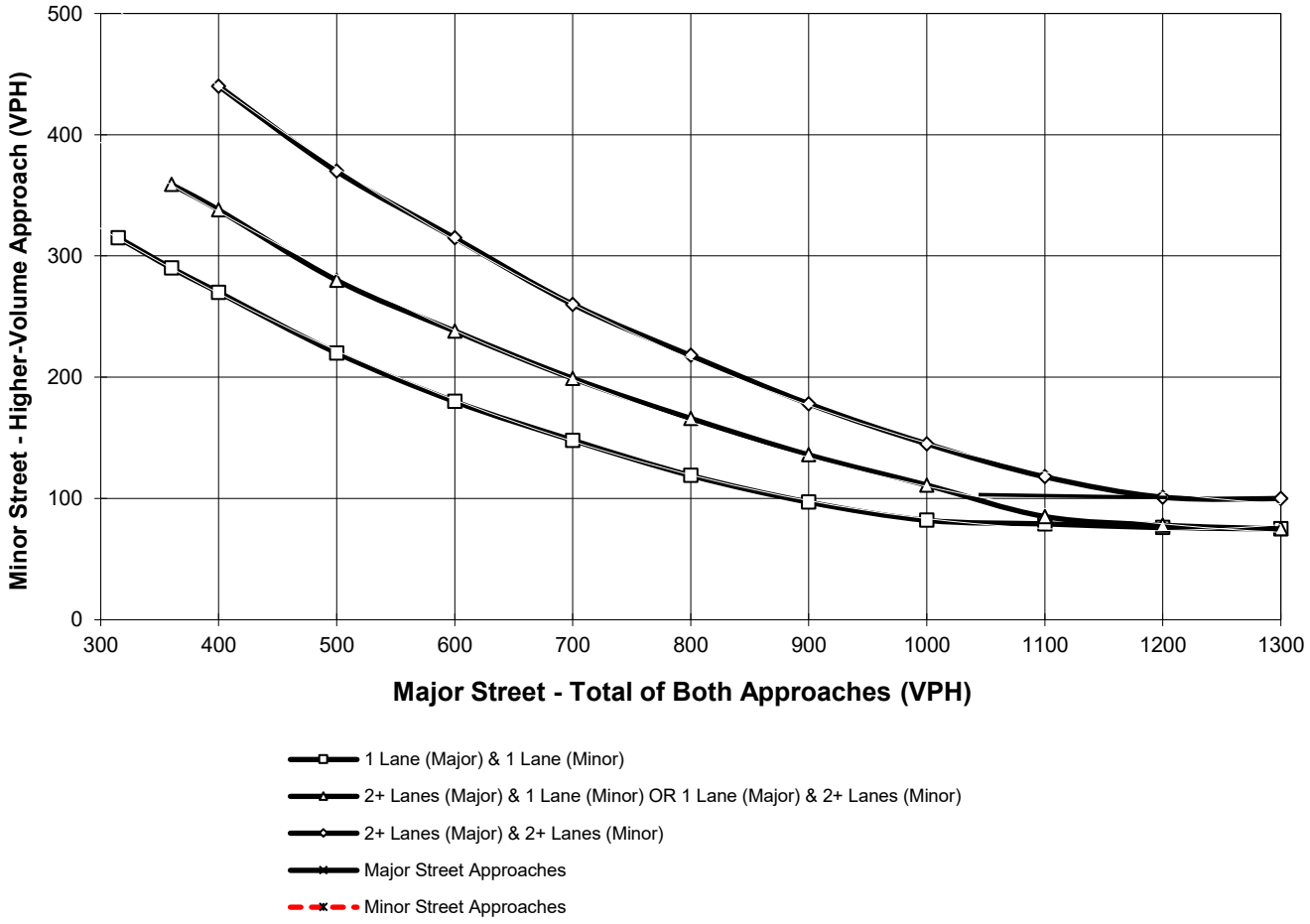
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC NP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Beech Av.** Total of Both Approaches (VPH) = **284**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Santa Ana Av.** High Volume Approach (VPH) = **172**
Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

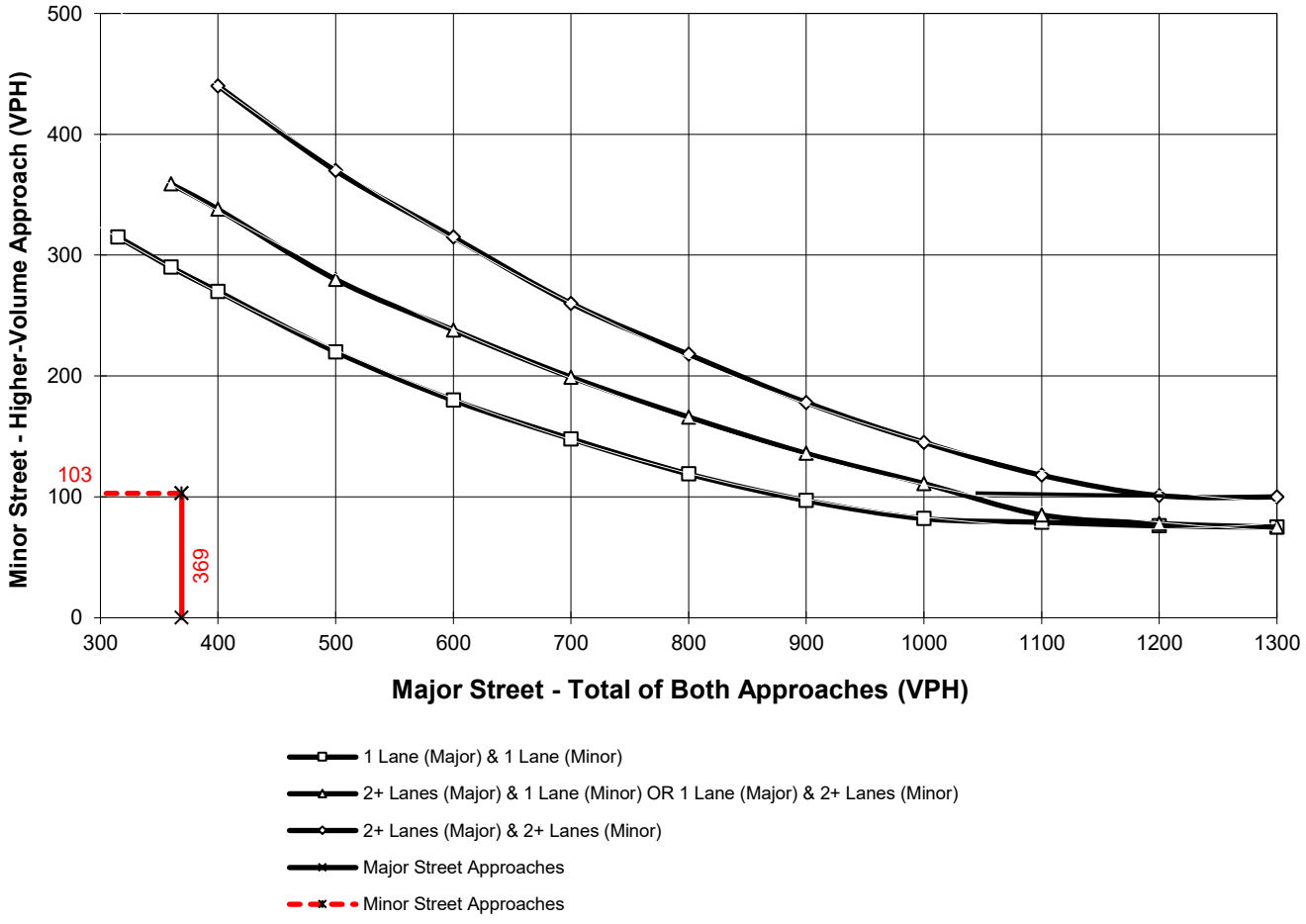
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC NP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **369**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Elm Av.** High Volume Approach (VPH) = **103**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

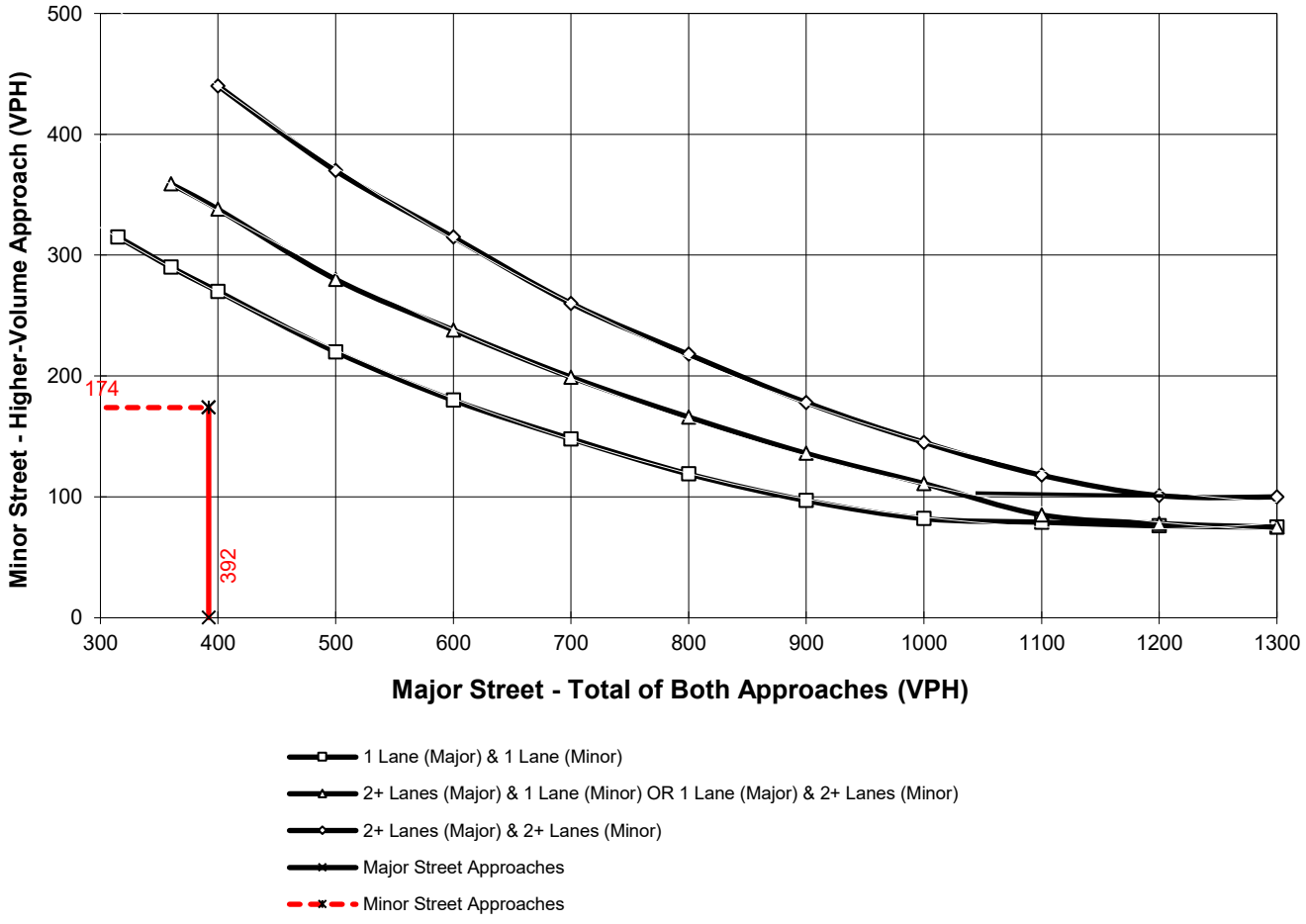
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC NP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **392**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Poplar Av.** High Volume Approach (VPH) = **174**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

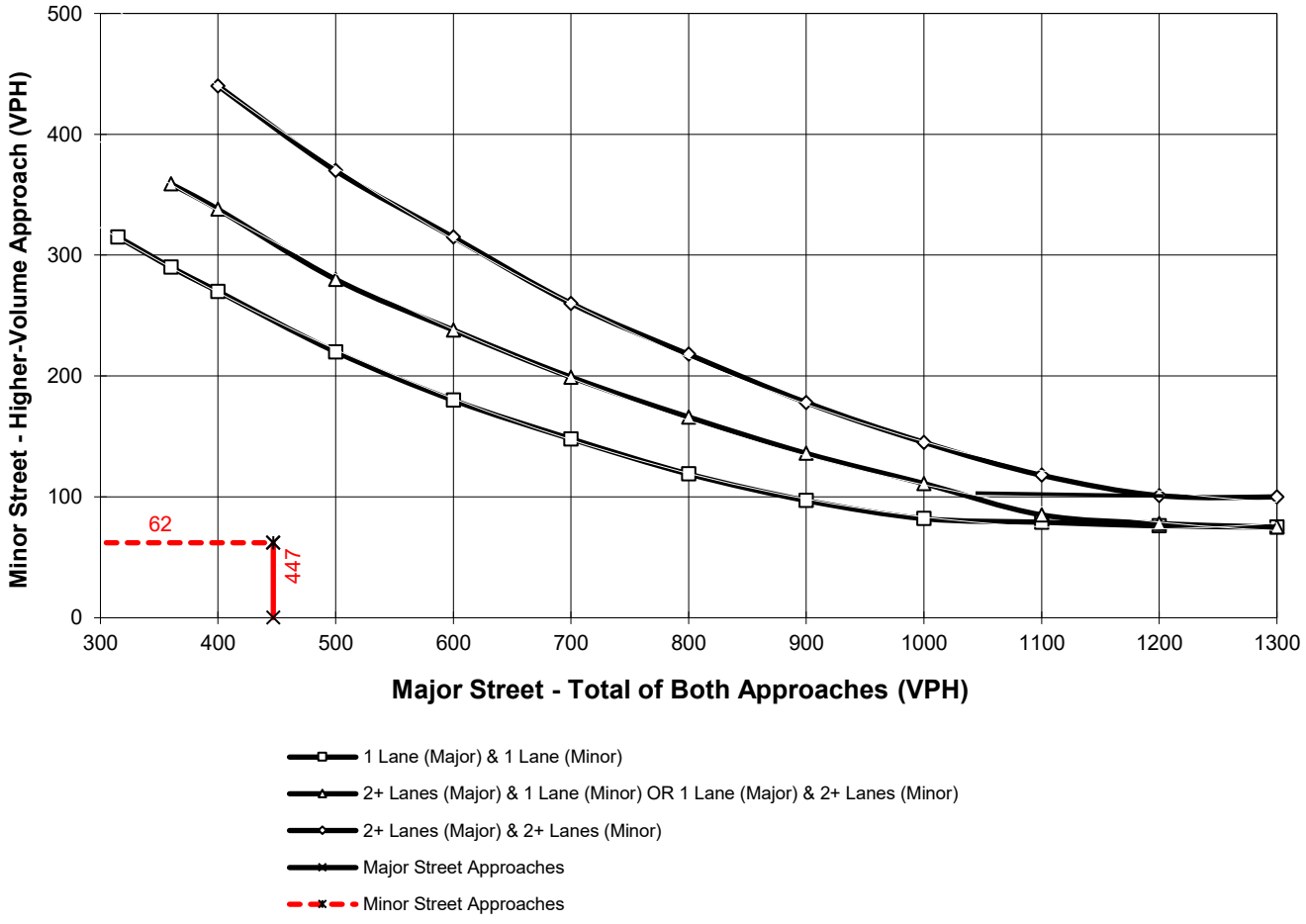
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC NP (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **447**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Catawba Av.** High Volume Approach (VPH) = **62**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 6.4: OPENING YEAR CUMULATIVE (2024) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

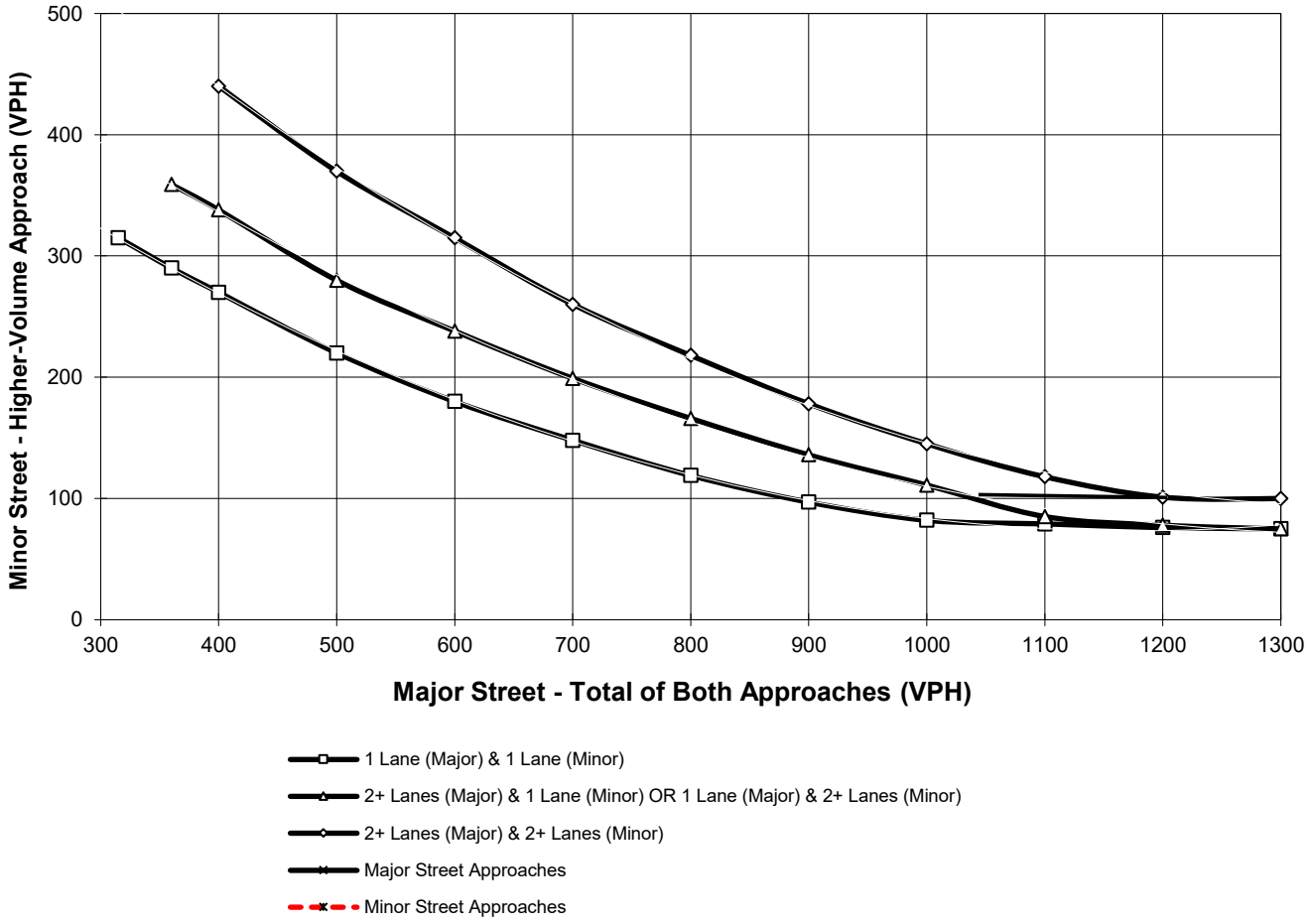
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC NP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Hemlock Av.** Total of Both Approaches (VPH) = **227**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Santa Ana Av.** High Volume Approach (VPH) = **122**
Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

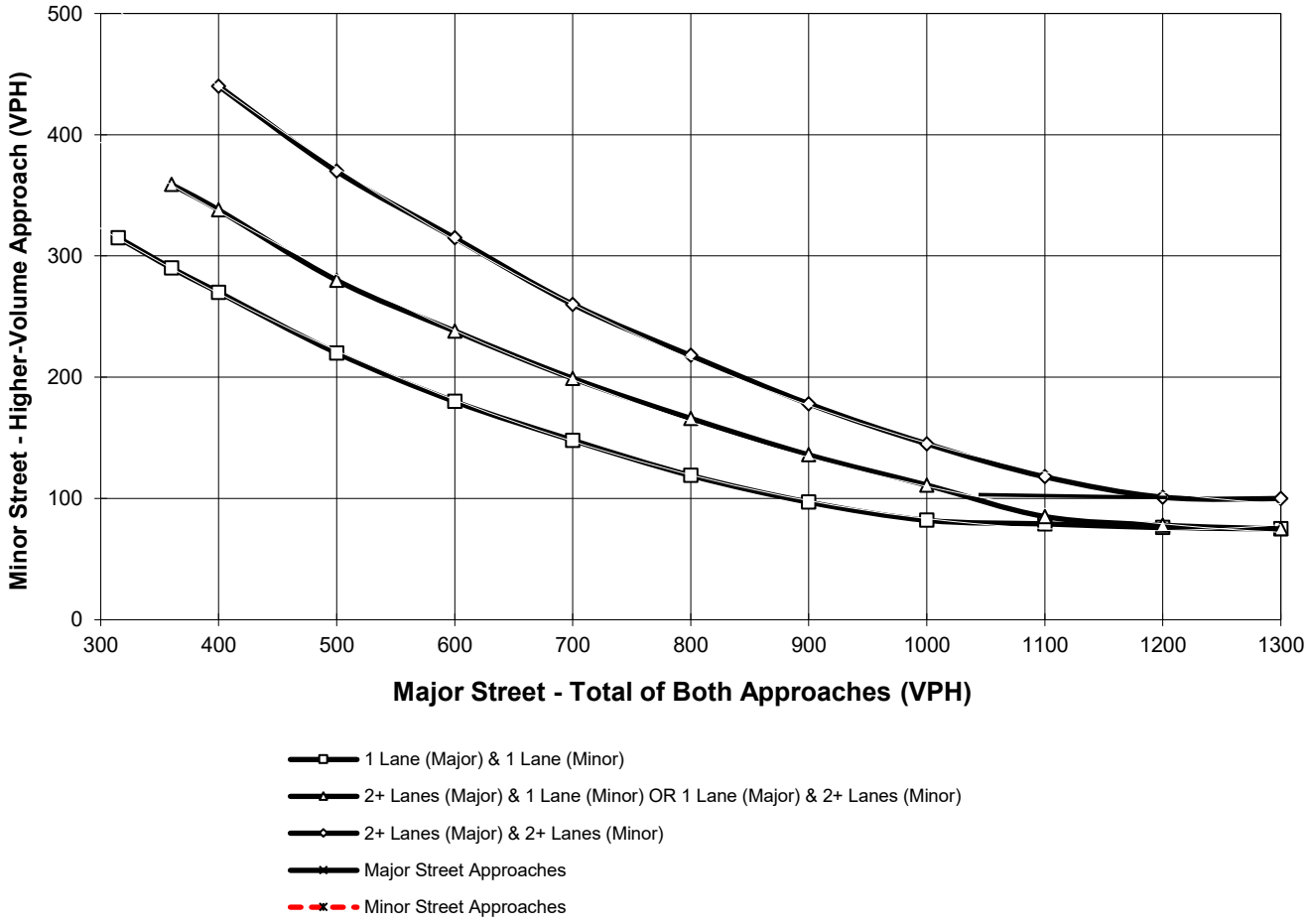
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC WP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Beech Av.**
Total of Both Approaches (VPH) = **293**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Santa Ana Av.**
High Volume Approach (VPH) = **202**
Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

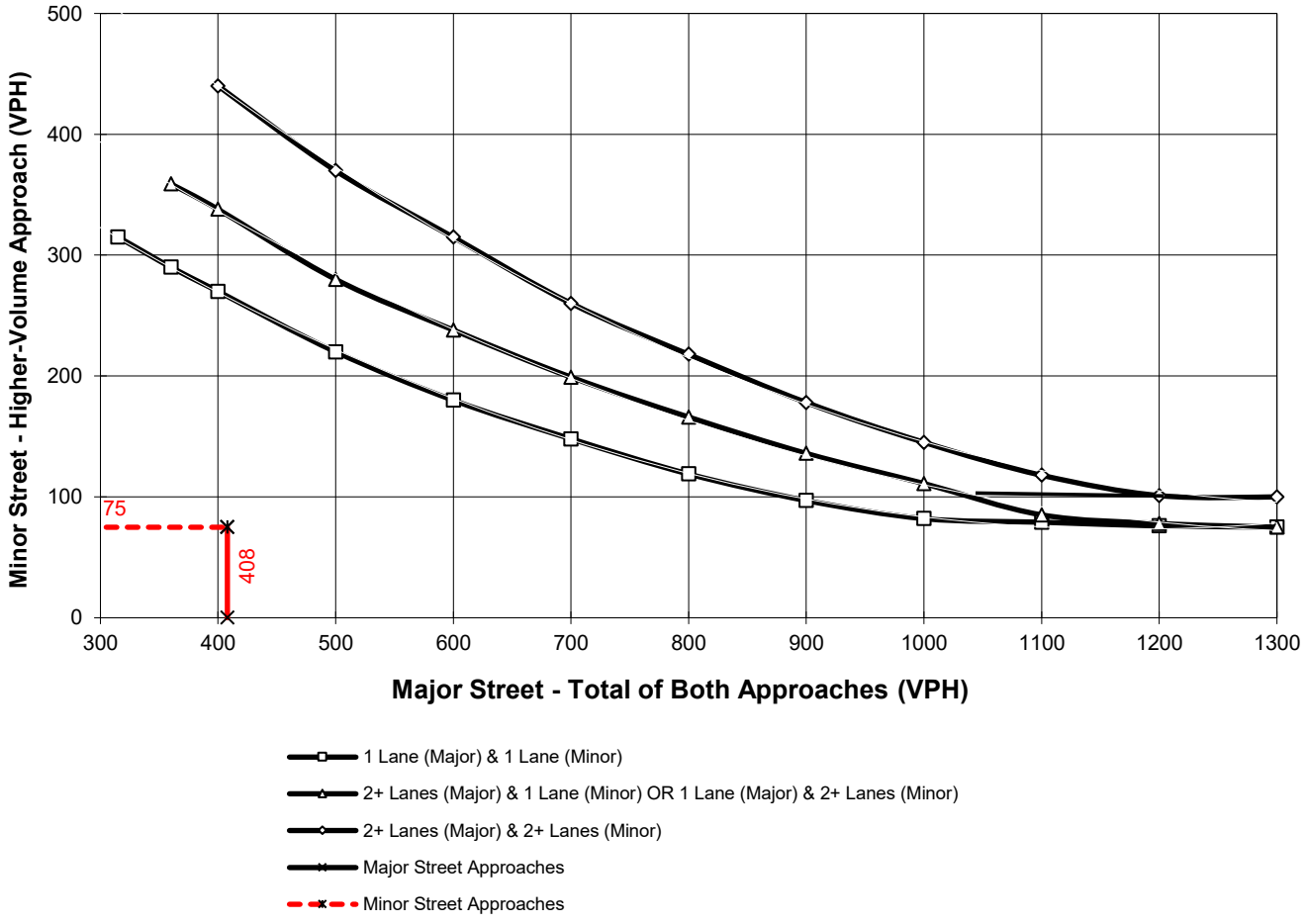
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC WP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **408**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Elm Av.** High Volume Approach (VPH) = **75**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

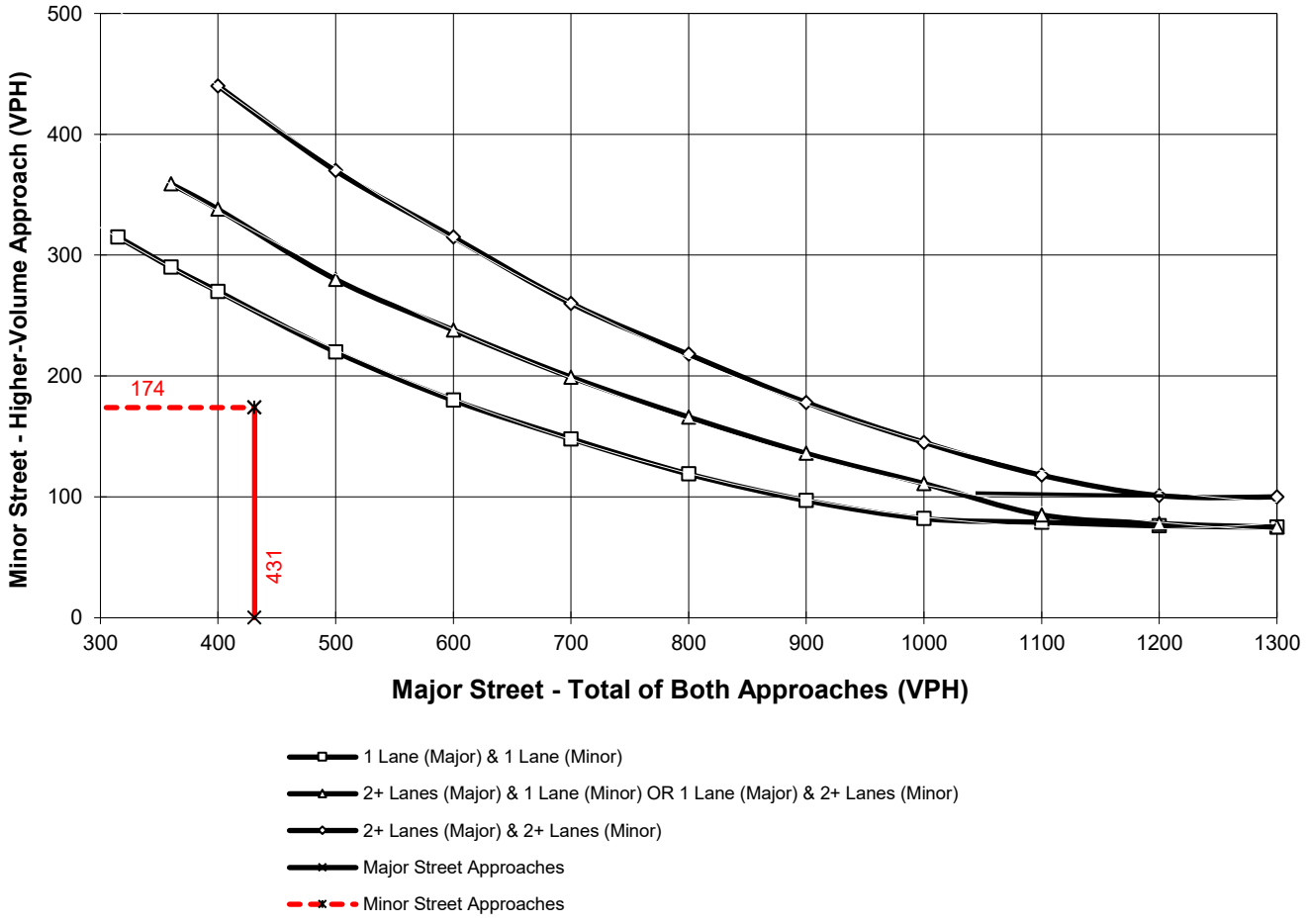
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC WP (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Santa Ana Av.** Total of Both Approaches (VPH) = **431**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Poplar Av.** High Volume Approach (VPH) = **174**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

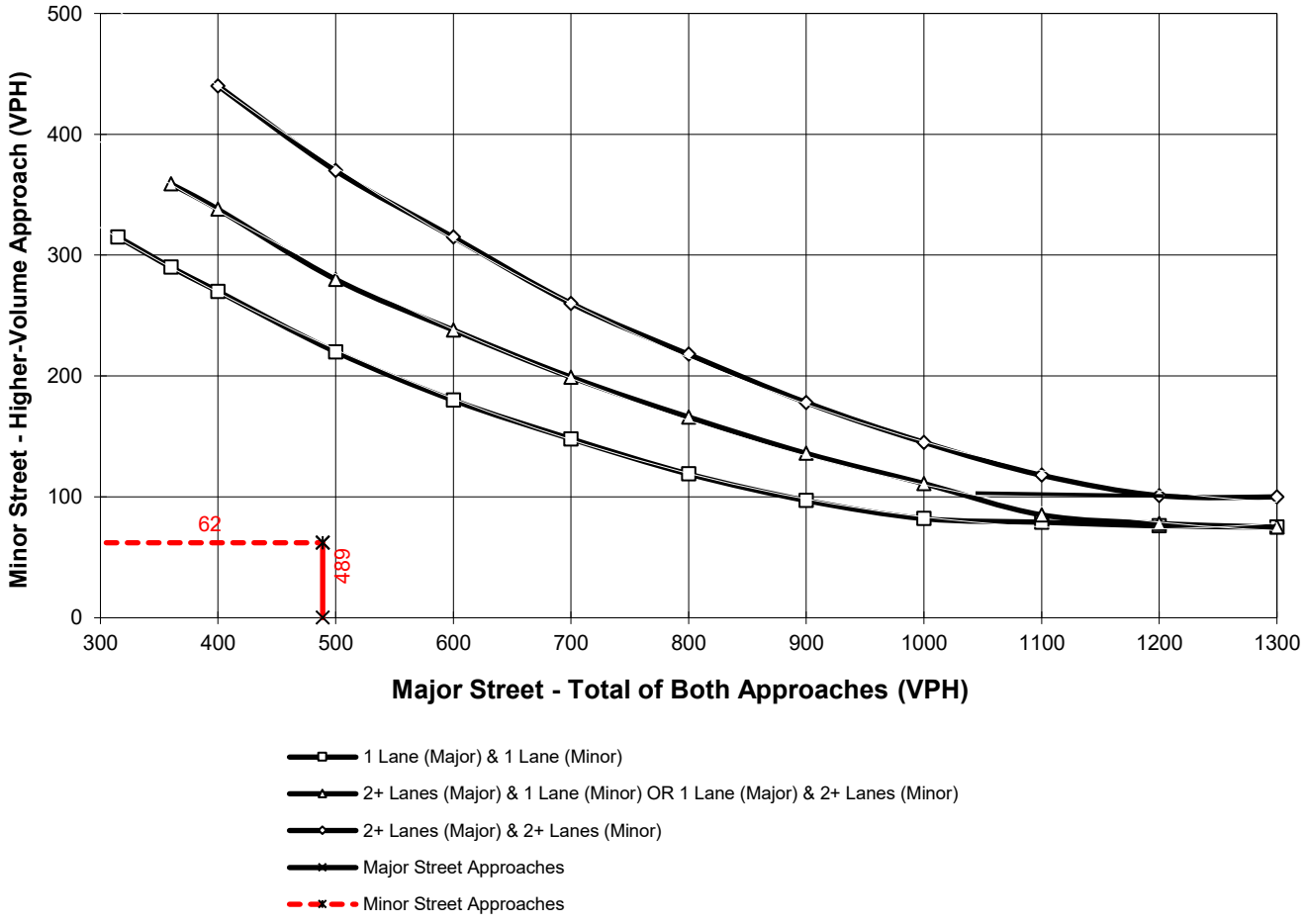
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **OYC WP (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Santa Ana Av.**
Total of Both Approaches (VPH) = **489**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Catawba Av.**
High Volume Approach (VPH) = **62**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		OYC WP (2024)
				CALC CP	DATE	02/22/23
Jurisdiction: City of Fontana				CHK CP	DATE	02/22/23
Major Street: Hemlock Av.				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 1				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,184** vpd Minor Street Future ADT = **138** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **2,184** / *1* **138**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **2,184** / *1* **138**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 8% B 16%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		OYC WP (2024)
				CALC CP	DATE	02/22/23
Jurisdiction: City of Fontana				CHK CP	DATE	02/22/23
Major Street: Hemlock Av.				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 2				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,978** vpd Minor Street Future ADT = **272** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **1,978** / *1* **272**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **1,978** / *1* **272**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** 16% **B** 24%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		OYC WP (2024)
				CALC CP	DATE	02/22/23
Jurisdiction: City of Fontana				CHK CP	DATE	02/22/23
Major Street: Beech Av.				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 3				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,658** vpd Minor Street Future ADT = **137** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 / *1*	8,000	5,600	2,400	1,680
2 + **4,658** / *1* **137**	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 / *1*	12,000	8,400	1,200	850
2 + **4,658** / *1* **137**	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** 8% **B** 16%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	OYC WP (2024)
				CALC CP	DATE 02/22/23
				CHK CP	DATE 02/22/23

Jurisdiction: **City of Fontana**
Major Street: **Beech Av.**
Minor Street: **Driveway 4**
Critical Approach Speed (Major) 45 mph
Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **2** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,529** vpd
Minor Street Future ADT = **222** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √
or
In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / *1*	8,000	5,600	2,400	1,680
2 + **4,529** / *1* **222**	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / *1*	12,000	8,400	1,200	850
2 + **4,529** / *1* **222**	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** 13% **B** 26%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 6.5: OPENING YEAR CUMULATIVE (2024) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	743	838	1375	603	2260
v/c Ratio	0.40	0.96	0.70	0.68	0.92
Control Delay	16.7	49.7	33.4	12.7	41.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	49.7	33.4	12.7	41.7
Queue Length 50th (ft)	165	588	328	99	481
Queue Length 95th (ft)	209	#887	383	238	534
Internal Link Dist (ft)	2035		218		880
Turn Bay Length (ft)		450		165	
Base Capacity (vph)	1964	909	2014	894	2539
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.92	0.68	0.67	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	544	515	501	1259	673	572	1784
v/c Ratio	0.88	0.93	0.85	0.74	0.88	0.88	0.63
Control Delay	52.2	59.8	46.0	36.5	31.1	61.7	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	52.2	59.8	46.0	36.5	31.1	61.7	18.6
Queue Length 50th (ft)	414	409	341	304	252	222	318
Queue Length 95th (ft)	#643	#662	#558	358	#487	#321	365
Internal Link Dist (ft)		2217		904			324
Turn Bay Length (ft)			300		105	240	
Base Capacity (vph)	651	584	616	1971	830	697	3191
Starvation Cap Reductn	0	0	0	0	0	0	480
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.88	0.81	0.64	0.81	0.82	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	588	593	1457	503	1968
v/c Ratio	0.37	0.80	0.67	0.57	0.72
Control Delay	15.9	29.5	23.0	9.1	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	29.5	23.0	9.1	23.5
Queue Length 50th (ft)	98	251	216	47	239
Queue Length 95th (ft)	170	480	386	180	411
Internal Link Dist (ft)	2035		218		880
Turn Bay Length (ft)		450		165	
Base Capacity (vph)	2660	1228	3183	1129	4011
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.48	0.46	0.45	0.49

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	409	401	376	1454	526	705	1455
v/c Ratio	0.83	0.84	0.78	0.82	0.75	0.85	0.45
Control Delay	52.3	49.3	43.3	37.8	25.6	51.0	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	49.3	43.3	37.8	25.6	51.0	11.8
Queue Length 50th (ft)	296	274	232	356	196	257	193
Queue Length 95th (ft)	#437	#446	363	442	357	#343	245
Internal Link Dist (ft)		2217		904			324
Turn Bay Length (ft)			300		105	240	
Base Capacity (vph)	613	585	584	2008	766	982	3664
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.69	0.64	0.72	0.69	0.72	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 6.6: OPENING YEAR CUMULATIVE (2024) WITH PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	743	838	1376	622	2266
v/c Ratio	0.40	0.96	0.70	0.70	0.92
Control Delay	16.7	49.8	33.4	13.0	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	49.8	33.4	13.0	41.9
Queue Length 50th (ft)	165	588	328	104	483
Queue Length 95th (ft)	209	#887	384	248	537
Internal Link Dist (ft)	2035		218		880
Turn Bay Length (ft)		450		165	
Base Capacity (vph)	1963	908	2013	901	2537
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.92	0.68	0.69	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	557	528	514	1278	673	572	1789
v/c Ratio	0.89	0.94	0.86	0.75	0.89	0.89	0.63
Control Delay	53.2	61.8	47.2	37.3	32.1	63.3	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	53.2	61.8	47.2	37.3	32.1	63.3	19.1
Queue Length 50th (ft)	431	429	357	310	257	224	319
Queue Length 95th (ft)	#666	#691	#581	364	#493	#321	367
Internal Link Dist (ft)		2217		904			324
Turn Bay Length (ft)			300		105	240	
Base Capacity (vph)	638	571	605	1930	817	682	3125
Starvation Cap Reductn	0	0	0	0	0	0	488
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.92	0.85	0.66	0.82	0.84	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	588	593	1461	546	1969
v/c Ratio	0.37	0.80	0.68	0.61	0.72
Control Delay	15.9	29.5	23.1	9.6	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	29.5	23.1	9.6	23.5
Queue Length 50th (ft)	98	251	218	51	239
Queue Length 95th (ft)	170	480	387	200	411
Internal Link Dist (ft)	2035		218		880
Turn Bay Length (ft)		450		165	
Base Capacity (vph)	2659	1228	3181	1140	4008
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.48	0.46	0.48	0.49

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	420	405	386	1502	526	705	1456
v/c Ratio	0.85	0.85	0.80	0.84	0.75	0.86	0.45
Control Delay	54.3	50.4	45.0	39.0	26.2	52.5	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	50.4	45.0	39.0	26.2	52.5	12.0
Queue Length 50th (ft)	309	280	242	381	207	261	200
Queue Length 95th (ft)	#475	#456	376	462	363	#343	245
Internal Link Dist (ft)		2217		904			324
Turn Bay Length (ft)			300		105	240	
Base Capacity (vph)	598	569	571	1956	748	957	3569
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.71	0.68	0.77	0.70	0.74	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

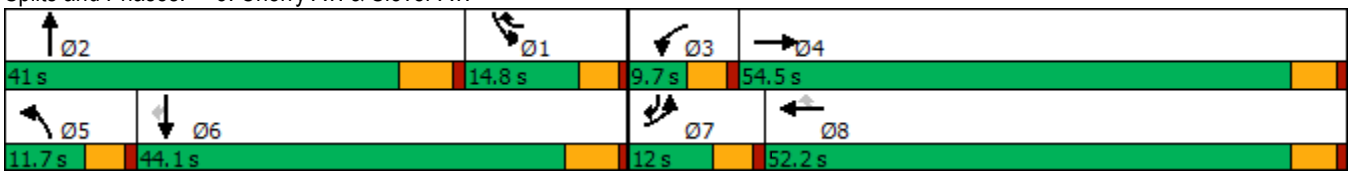
APPENDIX 6.7: OPENING YEAR CUMULATIVE (2024) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

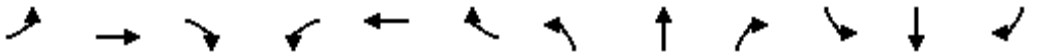
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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	432	231	53	278	361	44	1070	624	1129	808
Future Volume (vph)	432	231	53	278	361	44	1070	624	1129	808
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	12.0	54.5	9.7	52.2	14.8	11.7	41.0	14.8	44.1	12.0
Total Split (%)	10.0%	45.4%	8.1%	43.5%	12.3%	9.8%	34.2%	12.3%	36.8%	10.0%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	7.7	23.6	5.3	16.6	27.9	6.4	25.2	10.7	34.2	48.0
Actuated g/C Ratio	0.09	0.29	0.07	0.20	0.34	0.08	0.31	0.13	0.42	0.59
v/c Ratio	1.27	0.26	0.24	0.38	0.58	0.31	0.71	1.33	0.52	0.72
Control Delay	176.1	22.4	45.0	28.6	13.2	47.6	28.6	193.7	21.4	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	176.1	22.4	45.0	28.6	13.2	47.6	28.6	193.7	21.4	12.5
LOS	F	C	D	C	B	D	C	F	C	B
Approach Delay		117.7		21.9			29.3		60.6	
Approach LOS		F		C			C		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.3	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 56.0	Intersection LOS: E
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	231	34	53	278	361	44	1070	53	624	1129	808
Future Volume (veh/h)	432	231	34	53	278	361	44	1070	53	624	1129	808
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	436	233	28	54	281	273	44	1081	54	630	1140	693
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	315	587	70	153	475	449	71	1561	76	434	2510	928
Arrive On Green	0.10	0.19	0.19	0.04	0.14	0.14	0.04	0.31	0.31	0.18	0.46	0.46
Sat Flow, veh/h	3619	3249	386	3510	3610	1610	1810	5060	253	3619	5187	1610
Grp Volume(v), veh/h	436	128	133	54	281	273	44	738	397	630	1140	693
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1755	1805	1610	1810	1729	1855	1810	1729	1610
Q Serve(g_s), s	7.4	4.7	4.8	1.1	5.5	2.4	1.8	14.2	14.2	13.1	11.5	25.2
Cycle Q Clear(g_c), s	7.4	4.7	4.8	1.1	5.5	2.4	1.8	14.2	14.2	13.1	11.5	25.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	315	326	331	153	475	449	71	1065	571	434	2510	928
V/C Ratio(X)	1.39	0.39	0.40	0.35	0.59	0.61	0.62	0.69	0.69	1.45	0.45	0.75
Avail Cap(c_a), veh/h	356	1185	1201	238	2259	1290	171	1620	869	635	2644	980
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	29.0	29.1	37.3	32.8	10.4	38.0	23.0	23.0	37.5	13.6	12.6
Incr Delay (d2), s/veh	192.2	0.8	0.8	0.5	1.2	1.3	3.3	0.8	1.5	216.1	0.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	2.1	2.2	0.5	2.5	2.2	0.9	5.4	5.9	17.3	3.9	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	231.1	29.8	29.9	37.8	34.0	11.7	41.3	24.1	24.8	253.6	13.8	15.6
LnGrp LOS	F	C	C	D	C	B	D	C	C	F	B	B
Approach Vol, veh/h		697			608			1179			2463	
Approach Delay, s/veh		155.7			24.3			25.0			75.6	
Approach LOS		F			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	28.8	8.0	19.4	7.6	40.2	12.0	15.3
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	10.2	* 35	5.1	49.3	7.1	38.3	7.4	47.0
Max Q Clear Time (g_c+I1), s	15.1	16.2	3.1	6.8	3.8	27.2	9.4	7.5
Green Ext Time (p_c), s	0.0	6.8	0.0	1.4	0.0	7.2	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	68.5
HCM 6th LOS	E

Notes

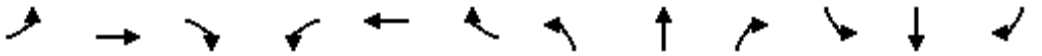
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	676	9	695	22	2	1	1
Future Volume (vph)	44	676	9	695	22	2	1	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.8	22.8	22.8	22.8	26.7	26.7	26.7	26.7
Total Split (s)	83.0	83.0	83.0	83.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		4.7		4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	15.9	15.9	15.9	15.9		12.1		12.1
Actuated g/C Ratio	0.41	0.41	0.41	0.41		0.31		0.31
v/c Ratio	0.19	0.58	0.04	0.53		0.12		0.06
Control Delay	10.4	10.8	8.6	10.5		7.0		5.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.4	10.8	8.6	10.5		7.0		5.4
LOS	B	B	A	B		A		A
Approach Delay		10.8		10.5		7.0		5.4
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 38.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Redwood Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	676	87	9	695	8	22	2	30	1	1	29
Future Volume (veh/h)	44	676	87	9	695	8	22	2	30	1	1	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	751	97	10	772	9	24	2	33	1	1	32
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	396	1390	180	371	1580	18	265	67	244	106	23	422
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	703	3215	415	660	3655	43	452	243	883	12	84	1526
Grp Volume(v), veh/h	49	421	427	10	381	400	59	0	0	34	0	0
Grp Sat Flow(s),veh/h/ln	703	1805	1825	660	1805	1892	1579	0	0	1621	0	0
Q Serve(g_s), s	1.9	6.2	6.3	0.4	5.5	5.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	6.2	6.3	6.7	5.5	5.5	0.9	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.02	0.41		0.56	0.03		0.94
Lane Grp Cap(c), veh/h	396	781	789	371	781	818	577	0	0	551	0	0
V/C Ratio(X)	0.12	0.54	0.54	0.03	0.49	0.49	0.10	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1594	3858	3901	1496	3858	4044	1518	0	0	1546	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.1	7.6	7.6	10.1	7.4	7.4	9.8	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.0	0.5	0.5	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.3	1.3	0.0	1.1	1.2	0.3	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	8.2	8.2	10.1	7.9	7.8	9.9	0.0	0.0	9.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		897			791			59			34	
Approach Delay, s/veh		8.3			7.9			9.9			9.7	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.7		21.4		14.7		21.4				
Change Period (Y+Rc), s		* 4.7		5.8		* 4.7		5.8				
Max Green Setting (Gmax), s		* 32		77.2		* 32		77.2				
Max Q Clear Time (g_c+I1), s		2.9		9.4		2.6		8.7				
Green Ext Time (p_c), s		0.3		6.2		0.1		5.1				

Intersection Summary		
HCM 6th Ctrl Delay		8.2
HCM 6th LOS		A

Notes

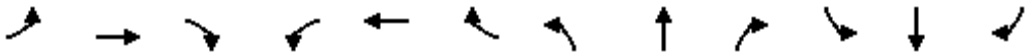
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	607	33	561	96	0	4	1
Future Volume (vph)	32	607	33	561	96	0	4	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.8	22.8	22.8	22.8	26.7	26.7	26.7	26.7
Total Split (s)	76.0	76.0	76.0	76.0	44.0	44.0	44.0	44.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		4.7		4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effct Green (s)	23.4	23.4	23.4	23.4		12.1		12.1
Actuated g/C Ratio	0.57	0.57	0.57	0.57		0.29		0.29
v/c Ratio	0.08	0.44	0.11	0.30		0.28		0.05
Control Delay	8.4	8.3	9.1	7.9		11.5		6.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	8.4	8.3	9.1	7.9		11.5		6.7
LOS	A	A	A	A		B		A
Approach Delay		8.3		7.9		11.5		6.7
Approach LOS		A		A		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 41.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 49.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Slover Av. & Hemlock Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	607	207	33	561	9	96	0	14	4	1	19
Future Volume (veh/h)	32	607	207	33	561	9	96	0	14	4	1	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	653	223	35	603	10	103	0	15	4	1	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	496	1170	399	391	1609	27	487	15	43	151	54	300
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.23	0.00	0.23	0.23	0.23	0.23
Sat Flow, veh/h	821	2641	901	643	3632	60	1204	64	185	94	232	1303
Grp Volume(v), veh/h	34	446	430	35	300	313	118	0	0	25	0	0
Grp Sat Flow(s),veh/h/ln	821	1805	1738	643	1805	1887	1452	0	0	1629	0	0
Q Serve(g_s), s	0.9	5.9	5.9	1.4	3.6	3.6	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	5.9	5.9	7.3	3.6	3.6	2.1	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.52	1.00		0.03	0.87		0.13	0.16		0.80
Lane Grp Cap(c), veh/h	496	799	770	391	799	836	544	0	0	506	0	0
V/C Ratio(X)	0.07	0.56	0.56	0.09	0.37	0.38	0.22	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1926	3941	3794	1510	3941	4121	1963	0	0	2075	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	6.6	6.6	9.3	6.0	6.0	10.3	0.0	0.0	9.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.1	0.3	0.3	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	0.9	0.1	0.6	0.6	0.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	7.2	7.3	9.4	6.3	6.3	10.5	0.0	0.0	9.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		910			648			118			25	
Approach Delay, s/veh		7.3			6.4			10.5			9.7	
Approach LOS		A			A			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.1		20.0		12.1		20.0				
Change Period (Y+Rc), s		* 4.7		5.8		* 4.7		5.8				
Max Green Setting (Gmax), s		* 39		70.2		* 39		70.2				
Max Q Clear Time (g_c+I1), s		4.1		7.9		2.4		9.3				
Green Ext Time (p_c), s		0.7		6.3		0.1		4.0				

Intersection Summary		
HCM 6th Ctrl Delay		7.2
HCM 6th LOS		A

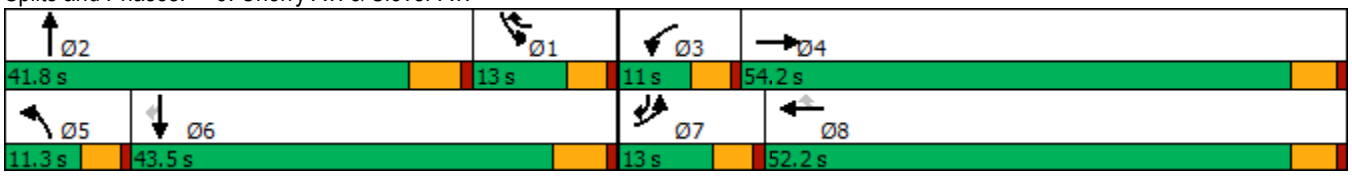
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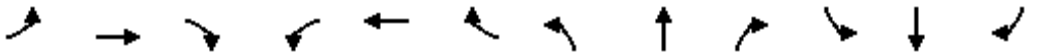
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	469	621	71	271	530	58	868	424	1069	511
Future Volume (vph)	469	621	71	271	530	58	868	424	1069	511
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	52.2	9.6	52.2	9.6	9.6	40.8	9.6	40.8	9.6
Total Split (s)	13.0	54.2	11.0	52.2	13.0	11.3	41.8	13.0	43.5	13.0
Total Split (%)	10.8%	45.2%	9.2%	43.5%	10.8%	9.4%	34.8%	10.8%	36.3%	10.8%
Yellow Time (s)	3.6	4.2	3.6	4.2	3.6	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.2	4.6	5.2	4.6	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	None
Act Effct Green (s)	8.8	28.4	6.1	23.0	33.4	6.5	23.6	9.8	29.5	44.5
Actuated g/C Ratio	0.10	0.33	0.07	0.27	0.39	0.08	0.27	0.11	0.34	0.52
v/c Ratio	1.34	0.61	0.30	0.30	0.81	0.45	0.68	1.09	0.63	0.52
Control Delay	205.2	27.3	47.7	25.5	24.5	55.8	31.4	111.3	28.0	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	205.2	27.3	47.7	25.5	24.5	55.8	31.4	111.3	28.0	6.9
LOS	F	C	D	C	C	E	C	F	C	A
Approach Delay		99.8		26.7			32.9		40.2	
Approach LOS		F		C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86.4	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 50.2	Intersection LOS: D
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Cherry Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	621	62	71	271	530	58	868	44	424	1069	511
Future Volume (veh/h)	469	621	62	71	271	530	58	868	44	424	1069	511
Initial Q (Qb), veh	0	0	0	0	0	0	0	5	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	654	61	75	285	437	61	914	38	446	1125	395
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	861	80	174	740	494	83	1392	57	325	2073	809
Arrive On Green	0.12	0.27	0.27	0.05	0.20	0.20	0.05	0.27	0.27	0.12	0.35	0.35
Sat Flow, veh/h	3619	3338	311	3510	3610	1605	1810	5108	212	3619	5187	1610
Grp Volume(v), veh/h	494	353	362	75	285	437	61	618	334	446	1125	395
Grp Sat Flow(s),veh/h/ln	1810	1805	1844	1755	1805	1605	1810	1729	1862	1810	1729	1610
Q Serve(g_s), s	8.4	13.0	13.0	1.5	5.0	5.9	2.4	11.5	11.6	8.4	13.0	12.5
Cycle Q Clear(g_c), s	8.4	13.0	13.0	1.5	5.0	5.9	2.4	11.5	11.6	8.4	13.0	12.5
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	325	465	476	174	740	494	83	941	506	325	2073	809
V/C Ratio(X)	1.52	0.76	0.76	0.43	0.38	0.88	0.73	0.66	0.66	1.37	0.54	0.49
Avail Cap(c_a), veh/h	418	1217	1244	309	2335	1225	167	1714	922	418	2692	1022
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	28.6	28.6	38.4	28.5	13.2	39.2	23.7	23.7	42.5	18.9	13.5
Incr Delay (d2), s/veh	248.5	2.6	2.5	0.6	0.3	5.4	4.5	0.8	1.5	185.3	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	6.3	6.5	0.7	2.3	3.4	1.3	4.5	5.0	12.0	4.9	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	291.0	31.1	31.1	39.1	28.9	18.6	43.8	24.7	25.4	227.8	19.1	14.0
LnGrp LOS	F	C	C	D	C	B	D	C	C	F	B	B
Approach Vol, veh/h		1209			797			1013			1966	
Approach Delay, s/veh		137.3			24.2			26.1			65.4	
Approach LOS		F			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	25.4	8.5	24.5	8.1	31.5	13.0	20.0
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.2	4.6	5.8	4.6	5.2
Max Green Setting (Gmax), s	8.4	* 36	6.4	49.0	6.7	37.7	8.4	47.0
Max Q Clear Time (g_c+I1), s	10.4	13.6	3.5	15.0	4.4	15.0	10.4	7.9
Green Ext Time (p_c), s	0.0	5.9	0.0	4.3	0.0	9.4	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	68.3
HCM 6th LOS	E

Notes

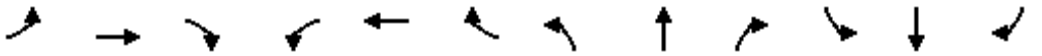
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	985	21	662	72	5	5	3
Future Volume (vph)	33	985	21	662	72	5	5	3
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.8	22.8	22.8	22.8	26.7	26.7	26.7	26.7
Total Split (s)	82.0	82.0	82.0	82.0	38.0	38.0	38.0	38.0
Total Split (%)	68.3%	68.3%	68.3%	68.3%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		4.7		4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effct Green (s)	27.9	27.9	27.9	27.9		12.3		12.3
Actuated g/C Ratio	0.55	0.55	0.55	0.55		0.24		0.24
v/c Ratio	0.10	0.59	0.12	0.39		0.36		0.12
Control Delay	7.5	9.7	8.7	7.8		17.1		8.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.5	9.7	8.7	7.8		17.1		8.0
LOS	A	A	A	A		B		A
Approach Delay		9.7		7.8		17.1		8.0
Approach LOS		A		A		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 51	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Redwood Av. & Slover Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	985	31	21	662	6	72	5	35	5	3	36
Future Volume (veh/h)	33	985	31	21	662	6	72	5	35	5	3	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	1132	36	24	761	7	83	6	40	6	3	41
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	460	1844	59	325	1893	17	329	47	102	118	48	291
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	711	3568	113	488	3664	34	823	218	468	72	222	1338
Grp Volume(v), veh/h	38	573	595	24	375	393	129	0	0	50	0	0
Grp Sat Flow(s),veh/h/ln	711	1805	1877	488	1805	1893	1509	0	0	1632	0	0
Q Serve(g_s), s	1.4	8.9	8.9	1.4	5.0	5.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	8.9	8.9	10.3	5.0	5.0	2.7	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.02	0.64		0.31	0.12		0.82
Lane Grp Cap(c), veh/h	460	933	970	325	933	978	478	0	0	457	0	0
V/C Ratio(X)	0.08	0.61	0.61	0.07	0.40	0.40	0.27	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	1463	3480	3618	1014	3480	3650	1395	0	0	1453	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.8	6.8	6.8	10.4	5.8	5.8	13.1	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.6	0.1	0.3	0.3	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.6	1.7	0.1	0.9	0.9	0.8	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	7.4	7.4	10.5	6.1	6.1	13.4	0.0	0.0	12.6	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1206			792			129			50	
Approach Delay, s/veh		7.4			6.2			13.4			12.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.3		26.2		13.3		26.2				
Change Period (Y+Rc), s		* 4.7		5.8		* 4.7		5.8				
Max Green Setting (Gmax), s		* 33		76.2		* 33		76.2				
Max Q Clear Time (g_c+I1), s		4.7		10.9		3.0		12.3				
Green Ext Time (p_c), s		0.7		9.5		0.2		5.2				

Intersection Summary		
HCM 6th Ctrl Delay		7.5
HCM 6th LOS		A

Notes

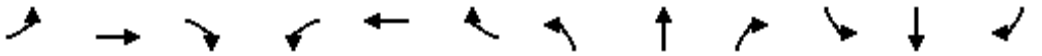
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	1245	14	499	178	0	11	4
Future Volume (vph)	21	1245	14	499	178	0	11	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.8	22.8	22.8	22.8	26.7	26.7	26.7	26.7
Total Split (s)	77.0	77.0	77.0	77.0	43.0	43.0	43.0	43.0
Total Split (%)	64.2%	64.2%	64.2%	64.2%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		4.7		4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effct Green (s)	37.8	37.8	37.8	37.8		16.8		16.8
Actuated g/C Ratio	0.57	0.57	0.57	0.57		0.26		0.26
v/c Ratio	0.04	0.71	0.12	0.26		0.60		0.11
Control Delay	7.4	12.6	10.4	7.6		28.5		12.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.4	12.6	10.4	7.6		28.5		12.7
LOS	A	B	B	A		C		B
Approach Delay		12.5		7.7		28.5		12.7
Approach LOS		B		A		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Slover Av. & Hemlock Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1245	125	14	499	14	178	0	26	11	4	28
Future Volume (veh/h)	21	1245	125	14	499	14	178	0	26	11	4	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1324	133	15	531	15	189	0	28	12	4	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	595	1951	195	259	2111	60	389	3	38	141	69	225
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.20	0.00	0.20	0.20	0.20	0.20
Sat Flow, veh/h	874	3314	331	370	3586	101	1257	15	188	250	340	1106
Grp Volume(v), veh/h	22	719	738	15	267	279	217	0	0	46	0	0
Grp Sat Flow(s),veh/h/ln	874	1805	1840	370	1805	1882	1460	0	0	1696	0	0
Q Serve(g_s), s	0.6	13.7	13.9	1.5	3.6	3.6	5.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	13.7	13.9	15.3	3.6	3.6	6.9	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.05	0.87		0.13	0.26		0.65
Lane Grp Cap(c), veh/h	595	1062	1083	259	1062	1108	430	0	0	434	0	0
V/C Ratio(X)	0.04	0.68	0.68	0.06	0.25	0.25	0.50	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	1316	2551	2601	564	2551	2659	1219	0	0	1307	0	0
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	7.1	7.1	12.4	5.0	5.0	18.6	0.0	0.0	16.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.1	0.1	0.1	0.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.9	3.0	0.1	0.7	0.8	2.2	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	7.8	7.9	12.5	5.1	5.1	19.5	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1479			561			217			46	
Approach Delay, s/veh		7.8			5.3			19.5			16.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.9		35.5		14.9		35.5				
Change Period (Y+Rc), s		* 4.7		5.8		* 4.7		5.8				
Max Green Setting (Gmax), s		* 38		71.2		* 38		71.2				
Max Q Clear Time (g_c+I1), s		8.9		15.9		3.1		17.3				
Green Ext Time (p_c), s		1.3		13.8		0.2		3.5				

Intersection Summary		
HCM 6th Ctrl Delay		8.5
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.