Appendix J:
Transportation Supporting Information

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December 9, 2021

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SUBJECT: TRAILS AT CORONA SPECIFIC PLAN VEHICLE MILES TRAVELLED (VMT) ANALYSIS

Dear Ms. Dianne O'Brien:

The following Vehicle Miles Travelled (VMT) Analysis has been prepared for the proposed Trails at Corona Specific Plan development (**Project**), which is located south of SR-91 along Serfas Club Drive and Paseo Grande in the County of Riverside.

PROJECT OVERVIEW

The Project is proposed to include the development of a 10,000 square foot (sf) neighborhood shopping center, a community center, 249 detached age restricted (60+) homes, and 116 attached age restricted (60+) units, for a total of 365 age restricted (60+) homes. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. (1) The proposed Project is anticipated to generate a total of 1,624 vehicle trip-ends per day (see Attachment A).

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new 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) (**Technical Advisory**). (2) Based on OPR's Technical Advisory, the County of Riverside in December of 2020 adopted Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (**County Guidelines**). (3) The following analysis has been prepared based on the adopted County's Guidelines.

VMT SCREENING

County Guidelines identify screening criteria that can be used to determine when a development project can be presumed to result in a less than significant impact without the need for a detailed VMT analysis. Screening criteria established by the County of Riverside include small project, transit priority area, local serving retail, affordable housing, local essential service and map-based screening. The Project's retail component was found to qualify for local serving retail screening as described below.

LOCAL SERVING RETAIL SCREENING

The County Guidelines identify that local serving retail projects that do not exceed 50,000 sf in a single building would tend to serve the local community thereby reducing the need for longer trips to obtain basic goods and services, which in turn reduces VMT. Since the Project contains a local serving retail component of approximately 10,000 sf, the retail portion of the Project is presumed to have a less than significant VMT impact.

VMT THRESHOLDS

The County Guidelines identify that residential development should be evaluated based on an efficiency metric of VMT per capita. Thresholds of significance based on the adopted County Guidelines are as follows:

TABLE 1: VMT THRESHOLDS OF SIGNIFICANCE

Land Use	VMT Threshold	Basis
Residential	15.2 VMT/capita[1]	Existing county-wide average VMT per capita

ANALYSIS SCENARIOS

RIVTAM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. RIVTAM is a travel forecasting model that represents a sub-area (Riverside County) of the Southern California Association of Governments (SCAG) regional traffic model. RIVTAM was designed to provide a greater level of detail and sensitivity in the Riverside County area as compared to the regional SCAG model. County Guidelines identifies RIVTAM as the appropriate tool for conducting VMT modeling for land use projects within the County of Riverside.

Project VMT has been calculated using the most current version of RIVTAM. Adjustments in socio-economic data (SED) (i.e., population, households, and employment) have been made to separate traffic

[1] County Guidelines; Page 22

analysis zones (TAZs) within the RIVTAM model to reflect the Project's proposed land uses (i.e., age restricted (60+) housing and retail). Consistent with County Guidelines the VMT analysis was conducted for existing and cumulative scenarios that include the following:

- **Existing Conditions** – RIVTAM base year (2012) traffic model conditions.
- **Existing Plus Project Conditions** – RIVTAM base year (2012) traffic model plus the proposed Project land uses.
- **Cumulative No Project Conditions** – RIVTAM cumulative model (2040) without the proposed Project land use changes (i.e., adopted land use assumptions).
- **Cumulative Plus Project Conditions** - RIVTAM cumulative model (2040) plus the proposed Project land use changes.

PROJECT LAND USE CONVERSION

Although the retail component of the Project meets screening criteria, the inclusion of the retail is still important when considering the potential VMT generated for the age restricted (60+) housing component. As such, the retail component is modeled in RIVTAM based on conversion factors used for the County of Riverside's General Plan Update, which are contained in *Appendix E-2: Socioeconomic Build-Out Assumptions and Methodology* of the County's General Plan. The age restricted (60+) housing component was modeled based on the average persons per household, which was obtained from the National Association of Home Builders (NAHB) *Approving 55+ Housing: Facts That Matter*. Table 2 summarizes the resulting conversion of land use information to socio-economic data (SED) needed to adjust RIVTAM to reflect the Project. As shown, the Project is estimated to generate a population of 770 and an employment of 20.

TABLE 2: SED SUMMARY

	Residential	Retail
Units	365 dwelling units	10,000 SF
Density Factor	2.11 persons per household[2]	1 employee/500 SF[3]
SED	770 population	20 employees

[2] Population Density Factor was obtained from the National Association of Home Builders (NAHB) *Approving 55+ Housing: Facts That Matter* (see Figure I-2, Age of Household Head 55 to 64, Page 8).
[3] Employee Density Factor was obtained from the County of Riverside General Plan Appendix E-2: Socioeconomic Build-Out Assumptions and Methodology (see Table E-5, Commercial Employment Factors, Page 3).

VMT ASSESSMENT

Adjustments to employment for the Project's TAZ were made to the RIVTAM base year model and cumulative year model. Project-generated home-based VMT was then calculated for the base year model following the VMT calculation procedures identified in Appendix E of the County Guidelines and includes home-based trips that are both internal and external to the RIVTAM model boundaries. The home-based VMT value is then normalized by dividing by the Project's population (also referred to as capita).

As noted in the County Guidelines, the Project may result in a significant VMT impact if the base model year project generated VMT per capita exceeds the existing county-wide average VMT per capita (i.e., County threshold). As noted previously, the existing county-wide average VMT per capita is 15.2 for residential uses.[4] Table 3 provides a comparison of the VMT analysis conducted for existing and cumulative scenarios.

As shown in Table 3, for Baseline + Project conditions, the Project generated VMT per capita is 9.69, which falls below the County's adopted threshold of 15.2. The transportation impact based on the assessment of Project generated VMT as compared to the County's adopted threshold is less than significant.

TABLE 3: PROJECT VMT PER CAPITA

	VMT per Capita	Percent Change
Baseline (2012)		
County Threshold	15.2	
Baseline + Project		
Trails at Corona Specific Plan	9.69	-36.21%
Cumulative No Project		
Trails at Corona Specific Plan	Not Applicable	
Riverside County	18.74	+23.37%
Cumulative + Project		
Trails at Corona Specific Plan	11.57	-23.83%
Riverside County	18.73	+23.30%

Appendix E of the County Guidelines states the following, "for Specific Plans and Community Plans, Riverside County requires that Cumulative analysis be completed irrespective of the findings of Baseline + Project conditions. Additionally, No Project and Plus Project conditions under both the Baseline and Cumulative must provide total Regional VMT values. Note that the Regional VMT values are for informational purposes and are note used as the basis for the determination of a significant impact." Table 3 provides a comparison of VMT per capita for cumulative no project and with project scenarios.

[4] County Guidelines: Figure 6 – VMT Threshold of Significance.

The adopted land use assumptions for the cumulative no project Conditions consist primarily of open space uses.

In addition, consistent with County Guidelines the total link-level VMT was also extracted from RIVTAM for the "No Project" and "Plus Project" base year (2012) and cumulative year (2040) models (see Table 4). This is provided for informational purposes only.

TABLE 4: RIVERSIDE COUNTY TOTAL VMT

	Riverside County
Base Year (2012) No Project	53,661,883
Base Year (2012) With Project	53,667,369
Cumulative Year (2040) No Project	92,508,071
Cumulative Year (2040) With Project	92,511,525

CONCLUSION

In summary, the Project's retail component of approximately 10,000 ft is considered local serving and is presumed to have a less than significant VMT impact. In addition, the Project's age restricted (60+) housing component was evaluated using RIVTAM to estimate Project generated VMT per capita as compared to the County adopted threshold of existing county-wide average VMT per capita. The Project generated VMT per capita of 9.69 was found to be below the County's impact threshold of 15.2; the Project's VMT impact is less than significant.

If you have any questions, please contact me directly at aevatt@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Aric Evatt, PTP
President

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Transportation Engineer

REFERENCES

1. **Institute of Transportation Engineers.** *Trip Generation Manual.* 10th Edition. 2017.
2. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
3. **County of Riverside.** *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled.* County of Riverside : s.n., December 2020.

ATTACHMENT A
PROJECT TRIP GENERATION

Project Trip Generation Summary

Land Use[1]	ITE LU Code	Units[2]	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
Trip Generation Rates:									
Senior Adult Housing - Detached	251	DU	0.08	0.16	0.24	0.18	0.12	0.30	4.27
Senior Adult Housing - Attached	252	DU	0.07	0.13	0.20	0.14	0.12	0.26	3.70
Shopping Center	820	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75

Land Use	Quantity	Units[2]	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
Project Trip Generation:									
Planning Area 1:									
Senior Adult Housing - Attached	66	DU	5	9	13	9	8	17	246
Planning Area 2:									
Neighborhood Shopping Center	10.000	TSF	6	4	10	18	20	38	378
Internal Capture (Retail to Residential):[3]			-1	0	-1	-2	-4	-6	-60
Pass-by Reduction:[4]			0	0	0	-5	-5	-10	-108
Planning Area 2 Total:			5	4	9	11	11	22	210
Planning Area 3:									
Senior Adult Housing - Detached	115	DU	10	19	29	22	14	36	492
Senior Adult Housing - Attached	50	DU	4	7	11	7	6	13	186
Planning Area 3 Total:			14	26	40	29	20	49	678
Planning Area 4:									
Senior Adult Housing - Detached	47	DU	4	7	11	9	5	14	202
Planning Area 5:									
Senior Adult Housing - Detached	31	DU	2	5	7	6	4	10	132
Planning Area 6:									
Senior Adult Housing - Detached	56	DU	4	9	13	10	7	17	240
Internal Capture (Residential to Retail):[3]			0	-1	-1	-4	-2	-6	-84
Total	**365**	**DU**	**34**	**59**	**92**	**70**	**53**	**123**	**1,624**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[2] DU = Dwelling Unit; TSF = Thousand Square Feet

[3] Internal capture based on the NCHRP 684 Internal Capture Estimation Tool (ITE recommended methodology).

[4] Pass-by trip reduction source: ITE Trip Generation Handbook, 3rd Edition, 2017.

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TRAILS AT CORONA (SP00397)

TRAFFIC ANALYSIS

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Reference Number	Agency	Date
15458-02A TA Report	County of Riverside	June 24, 2024

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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
DIF	Development Impact Fee
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
GPBO	General Plan Buildout
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
OPR	Office of Planning and Research
PHF	Peak Hour Factor
Project	Trails at Corona
RCTC	Riverside County Transportation Commission
RIVTAM	Riverside County Transportation Analysis Model
RTA	Riverside Transit Authority
SCAG	Southern California Association of Governments
sf	Square Feet
TA	Traffic Analysis
TUMF	Transportation Uniform Mitigation Fee
WRCOG	Western Riverside Council of Governments
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
vphgpl	Vehicles per Hour Green per Lane

1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Trails at Corona development (Project), which is located along Serfas Club Drive and Paseo Grande in the County of Riverside, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with the County's General Plan level of service goals and policies. This TA has been prepared in accordance with the County of Riverside's Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020) and through consultation with County of Riverside staff during the scoping process. The approved traffic study scoping agreement is provided in Appendix 1.1. (1) The scoping agreement was originally approved in 2018 however the Project has recently been updated to remove Planning Area 6 from the development. As such, the change to the Project was outlined in an email and circulated to both the County and City of Corona to obtain comments and an updated list of cumulative development projects.

1.1 SUMMARY OF FINDINGS

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

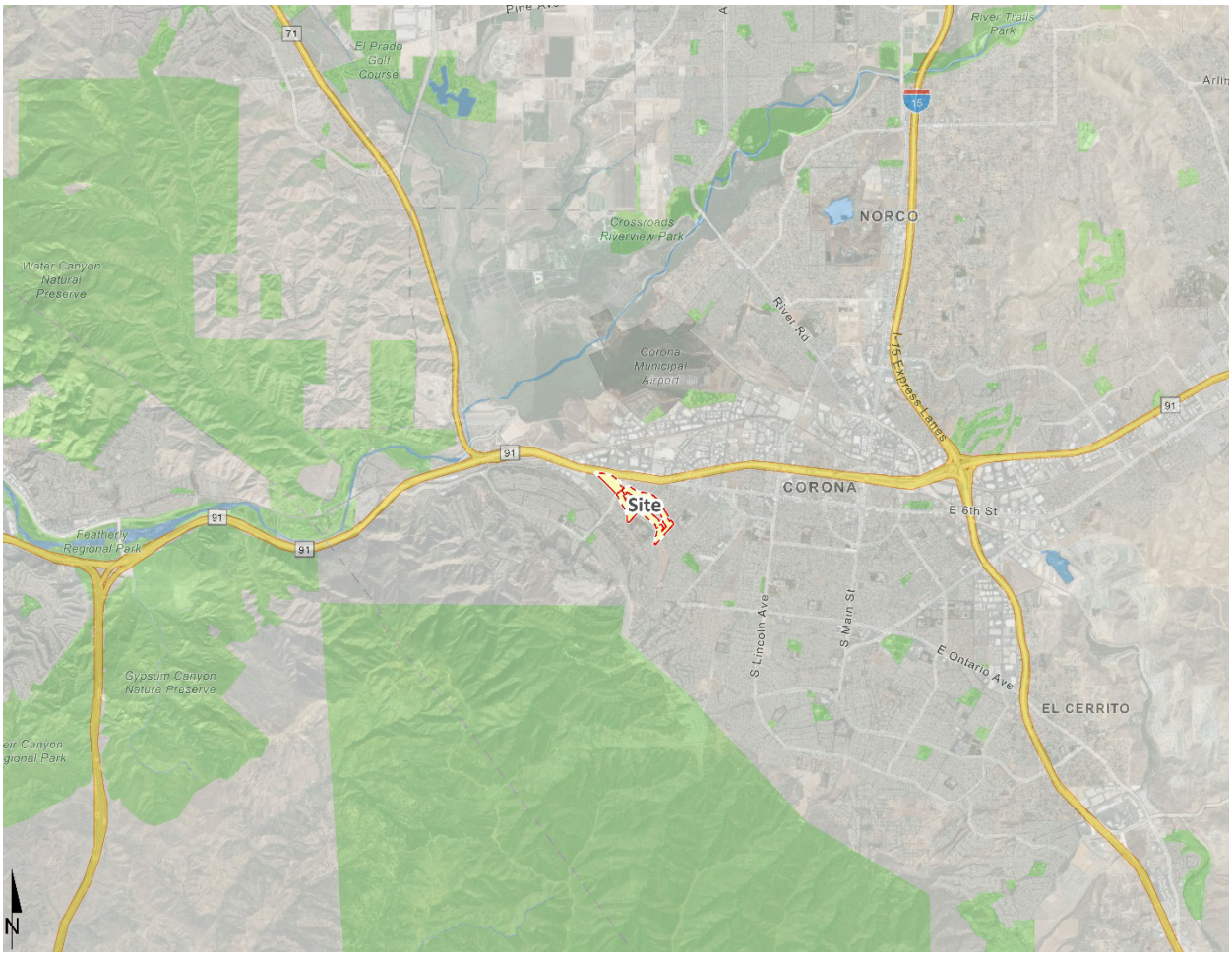
- Project to install stop controls for all egress traffic from each Project driveway.
- Project to construct driveways to facilitate site access for each Project driveway.

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report. The Project Applicant's responsibility for the Project's contributions towards deficient off-site intersections is fulfilled through construction, payment into pre-existing fee programs (if applicable), and/or fair share contributions that would be assigned to the future construction of the identified recommended improvements. The Project Applicant would also be required to pay requisite fees consistent with the County's requirements (see Section 9 *Local and Regional Funding Mechanisms*).

1.2 PROJECT OVERVIEW

Exhibit 1-1 illustrates the preliminary site plan for the proposed Project. As indicated on Exhibit 1-1, the Project is proposed to include the development of a 10,000 square foot (sf) neighborhood shopping center, 193 detached age restricted (60+) homes, and 116 attached age restricted (60+) units, for a total of 309 age restricted (60+) homes. It should be noted, since the time this traffic study has been prepared, the site plan has been updated to remove the commercial use within Planning Area 2. In an effort to provide flexibility for minor changes to the site plan during final preparation, this traffic study evaluates the more conservative use, which includes the commercial retail square footage, in an effort to provide a conservative analysis.

EXHIBIT 1-1: LOCATION MAP



The Project is anticipated to be developed in a single phase with an Opening Year of 2027. Regional access to the Project is provided by the SR-91 Freeway via Serfas Club Drive and Maple Street. Access to the Project site will be provided via the following driveways (see Exhibit 1-1):

- Frontage Rd. via Driveway 1 – full access
- Pine Crest Dr. via Driveway 2 – full access
- Frontage Rd. via Driveway 3 – right-in/right-out only
- Paseo Grande via Driveway 4/Driveway 5 – full access

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) were utilized. (2) The Project is anticipated to generate a net total of 1,536 two-way trips per day with 93 AM peak hour trips and 130 PM peak hour trips. These trips will not occur at the same time or along the same roadway but would be dispersed on various roadways throughout the day (i.e., Serfas Club Drive, Pine Crest Drive, and Paseo Grande). 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 (2023) Conditions
- Existing plus Ambient Growth Plus Project (EAP) (2027) Conditions
- Existing plus Ambient Growth Plus Project Plus Cumulative (EAPC) (2027) Conditions
- Horizon Year (2040) Without Project Conditions
- Horizon Year (2040) With Project Conditions
- City of Corona General Plan Buildout (GPBO) Without Project Conditions
- City of Corona General Plan Buildout (GPBO) With Project Conditions

1.3.1 EXISTING (2023) CONDITIONS

Information for Existing (2023) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. For a detailed discussion on the existing traffic counts, see Section 3.6 *Existing Traffic Counts*.

1.3.2 EAP (2027) CONDITIONS

The EAP (2027) 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 (2023) conditions of 8.24% (2 percent per year, compounded over 4 years) is included for EAP (2027) traffic conditions. The assumed ambient growth factor is based on the requirements per the County of Riverside traffic study guidelines. Consistent with County 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.

EXHIBIT 1-2: PRELIMINARY SITE PLAN



1.3.3 EAPC (2027) CONDITIONS

The EAPC (2027) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. 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 (2023) conditions of 8.24% (2 percent per year, compounded over 4 years) is included for EAPC (2027) traffic. Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2027 Opening Year time frame assumed for the Project. The resulting traffic growth utilized in the TA (ambient growth factor plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2027 conditions.

1.3.4 HORIZON YEAR (2040) CONDITIONS

Traffic projections for Horizon Year (2040) conditions were derived from the latest County of Riverside Transportation Analysis Model (RIVTAM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analyses will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Western Riverside Council of Governments (WRCOG) TUMF and City Development Impact Fee (DIF) programs, can accommodate the long-range cumulative traffic at the target level of service (LOS) identified in the County of Riverside (lead agency) General Plan. (3) Each of these regional transportation fee programs are discussed in more detail in Section 9 *Local and Regional Funding Mechanisms*.

1.3.5 CITY OF CORONA GPBO CONDITIONS

Pursuant to discussions with City of Corona staff, traffic projections for City of Corona GPBO conditions were forecasted by applying a 10.41% growth (compounded growth of two percent per year over 5 years) to the Horizon Year (2040) traffic volumes. The traffic study report for the City's General Plan was completed in July 2019 and some turning movement volumes are lower than those forecasted for Horizon Year (2040) traffic conditions. (4) As such, the manual volume adjustment ensures adequate growth over the Horizon Year traffic condition.

1.4 STUDY AREA

To ensure that this TA satisfies the County of Riverside's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by County of Riverside staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The approved traffic study scoping agreement is provided in Appendix 1.1.

1.4.1 INTERSECTIONS

The 34 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with County of Riverside staff. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the County's Guidelines. (1) The "50 peak hour trip" criterion represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and used throughout the County for the purposes of 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. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and updated most recently updated in 2019 as part of the Riverside County Long Range Transportation Study. The Riverside County Transportation Commission (RCTC) adopted the 2019 CMP for the County of Riverside in December 2019. (5) CMP intersections are identified in Table 1-1. There are no study area intersections identified as a Riverside County CMP facility.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection	Jurisdiction
1	Green River Rd. & SR-91 WB Ramps*	Corona, Caltrans
2	Green River Rd. & SR-91 EB Ramps*	Corona, Caltrans
3	Green River Rd. & Palisades Dr.*	Corona
4	Driveway 1 & Frontage Rd.	County of Riverside
5	Auto Center Dr. & Wardlow Rd.*	Corona
6	Auto Center Dr. & SR-91 WB Ramps	Corona, Caltrans
7	Serfas Club Dr. & SR-91 EB Ramps	County of Riverside, Caltrans
8	Serfas Club Dr. & Frontage Rd.	County of Riverside
9	Serfas Club Dr. & Pine Crest Dr.	County
10	Driveway 2 & Pine Crest Dr.	County of Riverside
11	Serfas Club Dr. & Monterey Peninsula Dr.	County of Riverside
12	Serfas Club Dr. & Palisades Dr.	County of Riverside, Corona
13	Serfas Club Dr. & Green River Rd.*	Corona
14	Driveway 3 & Frontage Rd.	County of Riverside
15	Pine Crest Dr. & Mountain View Dr.	County of Riverside
16	Maple St. & SR-91 WB Off-Ramp	Corona, Caltrans
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	Corona, Caltrans
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	Corona, Caltrans
19	Paseo Grande & Frontage Rd.	County of Riverside, Corona
20	Paseo Grande & Via Santiago	County of Riverside
21	Paseo Grande & Via Del Rio	County of Riverside
22	Paseo Grande & Brae Burn Rd.	County of Riverside
23	Paseo Grande & Driveway 4/Driveway 5	County of Riverside
24	Paseo Grande & Pine Crest Dr.	County of Riverside
25	Paseo Grande & Ontario Av.*	County of Riverside, Corona
26	Paseo Grande & Green River Rd./Foothill Pkwy.*	Corona
27	Via Bernardo & 6th St.*	Corona
28	Via Bernardo & Via Santiago*	County of Riverside, Corona
29	Via Bernardo & Via Del Rio*	County of Riverside
30	Kirkwood Dr. & Via Del Rio	Corona
31	Avenida Del Vista & 6th St.*	Corona
32	Avenida Del Vista & Via Santiago*	Corona
33	Avenida Del Vista & Via Del Rio*	Corona
34	Avenida Del Vista & Ontario Av.*	Corona

* Note: these study intersections have been added at the request of City of Corona staff. The proposed Project contributes fewer than 50 peak hour trips to these intersections.

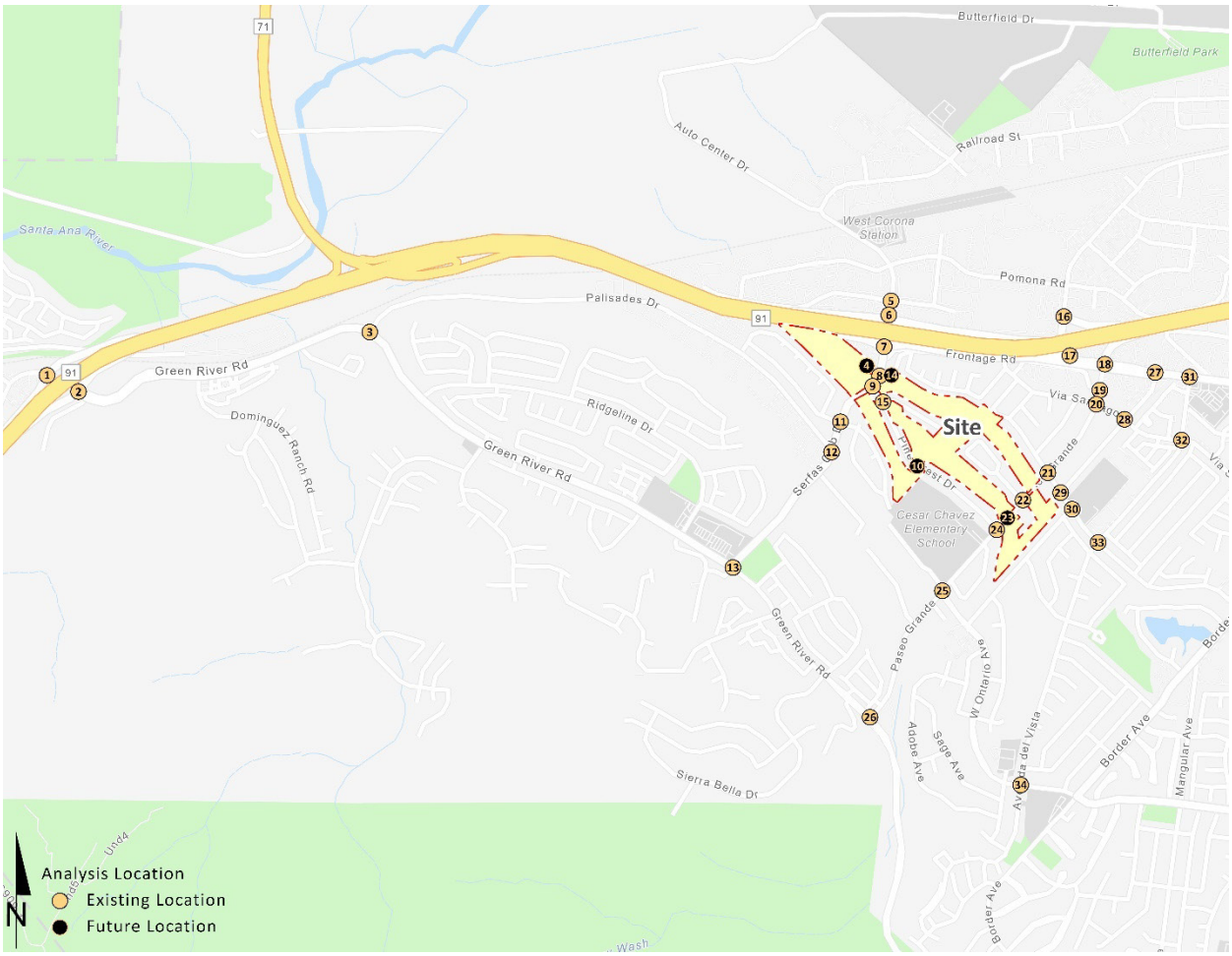
1.4.2 ROADWAY SEGMENTS

Based on consultation with County of Riverside staff, the study area roadway segments selected for evaluation are listed in Table 1-2.

TABLE 1-2: ROADWAY SEGMENT CAPACITY ANALYSIS LOCATIONS

ID	Roadway Segment	Segment Limits
1	Serfas Club Dr.	Wardlow Rd. to SR-91 WB Ramps
2	Serfas Club Dr.	SR-91 WB Ramps to SR-91 EB Ramps
3	Serfas Club Dr.	SR-91 EB Ramps to Frontage Rd.
4	Serfas Club Dr.	Frontage Rd. to Pine Crest Dr.
5	Serfas Club Dr.	Pine Crest Dr. to Monterey Peninsula Dr.
6	Serfas Club Dr.	Monterey Peninsula Dr. to Palisades Dr.
7	Serfas Club Dr.	Palisades Dr. to Green River Rd.
8	Pine Crest Dr.	Serfas Club Dr. to Mountain View Dr.
9	Pine Crest Dr.	Mountain View Dr. to Paseo Grande
10	Paseo Grande	6th St. to Frontage Rd.
11	Paseo Grande	Frontage Rd. to Via Santiago
12	Paseo Grande	Via Santiago to Via Del Rio
13	Paseo Grande	Via Del Rio to Brae Burn Rd.
14	Paseo Grande	Brae Burn Rd. to Driveway 4/Driveway 5
15	Paseo Grande	Driveway 4/Driveway 5 to Pine Crest Dr.
16	Paseo Grande	Pine Crest Dr. to Ontario Av.
17	Paseo Grande	Ontario Av. to Green River Rd.
18	Frontage Rd.	Serfas Club Dr. to Driveway 3
19	Frontage Rd.	Driveway 3 to Paseo Grande
20	6th St.	Maple St. to Paseo Grande
21	6th St.	Paseo Grande to Avenida Del Vista
22	Via Santiago	Frontage Rd. to Paseo Grande
23	Via Santiago	Paseo Grande to Via Bernardo
24	Via Santiago	Via Bernardo to Avenida Del Vista
25	Ontario Av.	Paseo Grande to Avenida Del Vista
26	Ontario Av.	Avenida Del Vista to Border Av.
27	Avenida Del Vista	6th St. to Via Santiago
28	Avenida Del Vista	Via Santiago to Via Del Rio
29	Avenida Del Vista	Via Del Rio to Ontario Av.

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 (2027) Traffic Conditions*, Section 6 *EAPC (2027) Traffic Conditions*, Section 7 *Horizon Year (2040) Traffic Conditions*, and Section 8 *City of Corona General Plan Buildout Conditions* include the detailed analysis. A summary of LOS results for all analysis scenarios is presented in Table 1-2.

TABLE 1-3: SUMMARY OF LOS

		Existing		EAP (2027)		EAPC (2027)		2040 NP		2040 WP		GPBO NP		GPBO WP	
#	Intersection	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Green River Rd. & SR-91 WB Ramps	F	D	F	D	D	D	D	D	D	D	D	D	D	D
2	Green River Rd. & SR-91 EB Ramps	F	D	F	D	D	D	D	D	D	D	D	D	D	D
3	Green River Rd. & Palisades Dr.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
4	Driveway 1 & Frontage Rd.	N/A	N/A	D	D	D	D	N/A	N/A	D	D	N/A	N/A	D	D
5	Auto Center Dr. & Wardlow Rd.	F	D	F	D	D	D	D	D	D	D	D	D	D	D
6	Auto Center Dr. & SR-91 WB Ramps	F	D	F	D	D	D	D	D	D	D	D	D	D	D
7	Serfas Club Dr. & SR-91 EB Ramps	F	D	F	D	D	D	D	D	D	D	D	D	D	D
8	Serfas Club Dr. & Frontage Rd.	F	D	F	D	D	D	D	D	D	D	D	D	D	D
9	Serfas Club Dr. & Pine Crest Dr.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
10	Driveway 2 & Pine Crest Dr.	N/A	N/A	D	D	D	D	N/A	N/A	D	D	N/A	N/A	D	D
11	Serfas Club Dr. & Monterey Peninsula Dr.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
12	Serfas Club Dr. & Palisades Dr.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
13	Serfas Club Dr. & Green River Rd.	D	D	D	D	D	D	E	D	E	D	F	F	F	F
14	Driveway 3 & Frontage Rd.	N/A	N/A	D	D	D	D	N/A	N/A	D	D	N/A	N/A	D	D
15	Pine Crest Dr. & Mountain View Dr.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
16	Maple St. & SR-91 WB Off-Ramp	D	D	D	D	D	D	D	D	D	D	D	D	D	D
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	D	D	D	D	D	D	D	E	D	E	D	F	D	F
19	Paseo Grande & Frontage Rd.	D	D	D	D	D	D	D	F	E	F	F	F	F	F
20	Paseo Grande & Via Santiago	D	D	D	D	F	D	F	F	F	F	F	F	F	F
21	Paseo Grande & Via Del Rio	E	D	F	D	F	D	F	E	F	E	F	F	F	F
22	Paseo Grande & Brae Burn Rd.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
23	Paseo Grande & Driveway 4/Driveway 5	N/A	N/A	D	D	D	D	N/A	N/A	D	D	N/A	N/A	D	D
24	Paseo Grande & Pine Crest Dr.	E	D	F	D	F	D	F	D	F	D	F	D	F	D
25	Paseo Grande & Ontario Av.	E	D	F	D	F	D	F	D	F	D	F	D	F	D
26	Paseo Grande & Green River Rd./Foothill Pkwy.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
27	Via Bernardo & 6th St.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
28	Via Bernardo & Via Santiago	D	D	D	D	D	D	D	D	D	D	D	D	D	D
29	Via Bernardo & Via Del Rio	D	D	D	D	D	D	D	D	D	D	D	D	D	D
30	Kirkwood Dr. & Via Del Rio	D	D	D	D	D	D	D	D	D	D	D	D	D	D
31	Avenida Del Vista & 6th St.	D	D	D	D	D	D	D	D	D	D	D	D	D	D
32	Avenida Del Vista & Via Santiago	D	D	D	D	D	D	E	D	E	D	F	D	F	D
33	Avenida Del Vista & Via Del Rio	D	D	D	D	D	D	D	D	D	D	D	D	D	D
34	Avenida Del Vista & Ontario Av.	D	D	D	D	D	D	D	D	D	D	D	D	D	D

* **NP** = No (Without) Project; **WP** = With Project; **EAP** = Existing + Ambient + Project; **EAPC** = Existing + Ambient + Project + Cumulative; **GPBO** = City of Corona General Plan Buildout

LOS=A-D LOS=E LOS=F

1.5.1 EXISTING (2023) CONDITIONS

Intersections

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

- Paseo Grande & Via Del Rio (#21) – LOS E AM peak hour only
- Paseo Grande & Pine Crest Drive (#24) – LOS E AM peak hour only
- Paseo Grande & Ontario Avenue (#25) – LOS E AM peak hour only

When taking into consideration the queues associated with the congestion on the SR-91 Freeway during the morning commute period, the following additional intersections were also found to operate at an unacceptable LOS under Existing traffic conditions (see Table 3-1):

- Green River Road & SR-91 Westbound Ramps (#1) – LOS F AM peak hour only
- Green River Road & SR-91 Eastbound Ramps (#2) – LOS F AM peak hour only
- Auto Center Drive & Wardlow Road (#5) – LOS F AM peak hour only
- Auto Center Drive & SR-91 Westbound Ramps (#6) – LOS F AM peak hour only
- Serfas Club Drive & SR-91 Eastbound Ramps (#7) – LOS F AM peak hour only
- Serfas Club Drive & Frontage Road (#8) – LOS F AM peak hour only

Roadway Segments

The study area roadway segments are currently operating at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

Freeway Off-Ramp Queues

There are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows.

1.5.2 EAP (2027) CONDITIONS

Intersections

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic for EAP (2027) traffic conditions from the locations identified previously for Existing traffic conditions.

Roadway Segments

The study area roadway segments are anticipated to continue to operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria with the addition of Project traffic under EAP (2027) traffic conditions.

Freeway Off-Ramp Queues

Consistent with Existing traffic conditions, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of Project traffic for EAP (2027) traffic conditions.

1.5.3 EAPC (2027) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under EAPC (2027) traffic conditions:

- Paseo Grande & Via Santiago (#20) – LOS F AM peak hour only
- Paseo Grande & Via Del Rio (#21) – LOS F AM peak hour only
- Paseo Grande & Pine Crest Drive (#24) – LOS F AM peak hour only
- Paseo Grande & Ontario Avenue (#25) – LOS F AM peak hour only

Freeway Off-Ramp Queues

Consistent with Existing traffic conditions, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of Project traffic for EAPC (2027) traffic conditions.

1.5.4 HORIZON YEAR (2040) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without Project traffic conditions:

- Serfas Club Drive & Green River Road (#13) – LOS E AM peak hour only
- Paseo Grande & SR-91 EB On-Ramp/SR-91 EB Off-Ramp/6th Street (#18) – LOS E PM peak hour only
- Paseo Grande & Frontage Road (#19) – LOS F PM peak hour only
- Paseo Grande & Via Santiago (#20) – LOS F AM and PM peak hours
- Paseo Grande & Via Del Rio (#21) – LOS F AM peak hour; LOS E PM peak hour
- Paseo Grande & Pine Crest Drive (#24) – LOS F AM peak hour only
- Paseo Grande & Ontario Avenue (#25) – LOS F AM peak hour only
- Avenida Del Vista & Ontario Avenue (#34) – LOS E AM peak hour only

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic.

Freeway Off-Ramp Queues

Consistent with Existing traffic conditions, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of Project traffic for Horizon Year (2040) traffic conditions.

1.5.5 CITY OF CORONA GENERAL PLAN BUILDOUT CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under GPBO Without Project traffic conditions:

- Serfas Club Drive & Green River Road (#13) – LOS F AM and PM peak hours
- Paseo Grande & SR-91 EB On-Ramp/SR-91 EB Off-Ramp/6th Street (#18) – LOS F PM peak hour only
- Paseo Grande & Frontage Road (#19) – LOS F AM and PM peak hours
- Paseo Grande & Via Santiago (#20) – LOS F AM and PM peak hours
- Paseo Grande & Via Del Rio (#21) – LOS F AM peak hours
- Paseo Grande & Pine Crest Drive (#24) – LOS F AM peak hour; LOS E PM peak hour
- Paseo Grande & Ontario Avenue (#25) – LOS F AM peak hour only
- Avenida Del Vista & Ontario Avenue (#34) – LOS E AM peak hour only

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic.

Freeway Off-Ramp Queues

Consistent with Existing traffic conditions, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of Project traffic for GPBO traffic conditions.

1.6 RECOMMENDATIONS

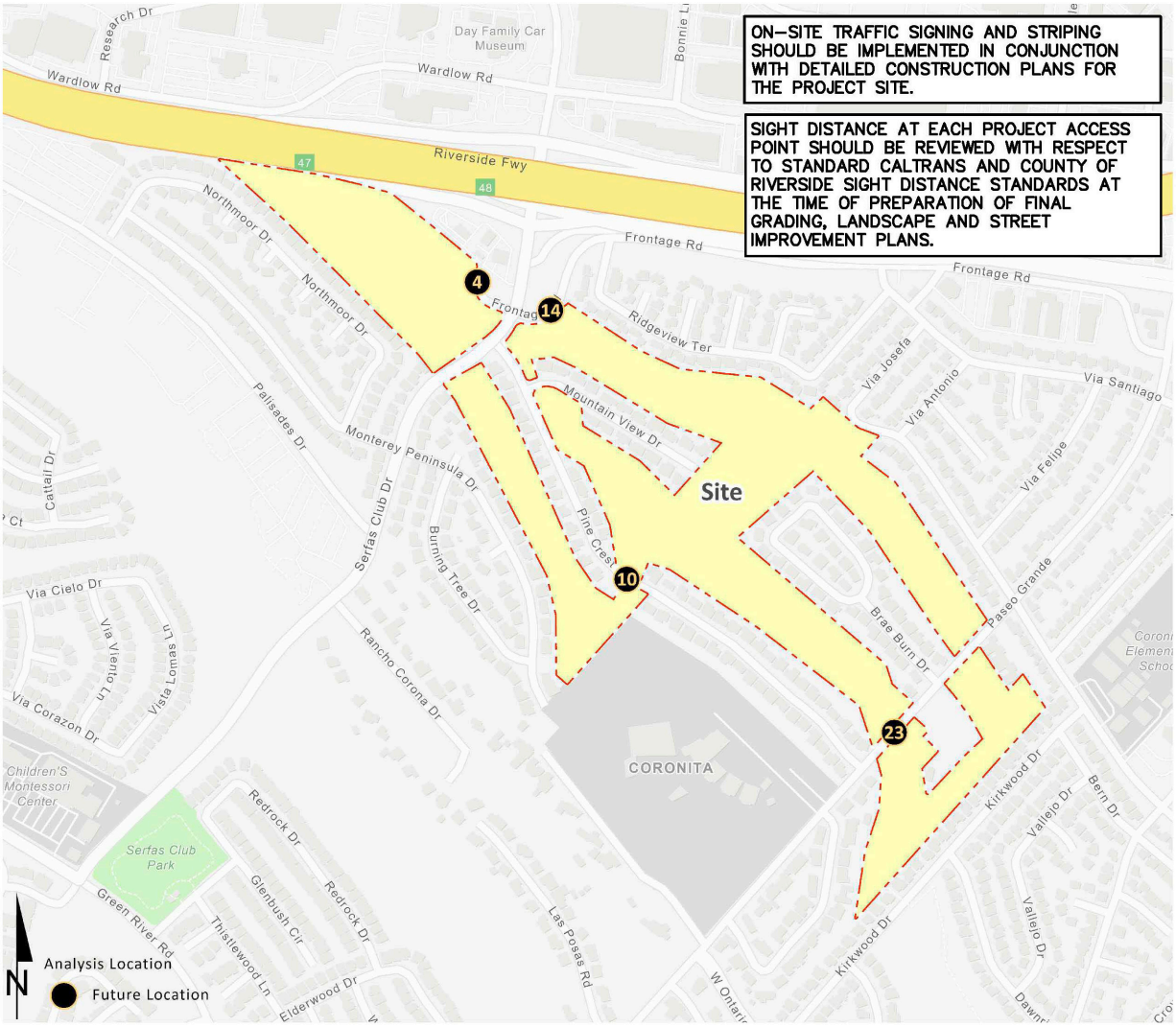
1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

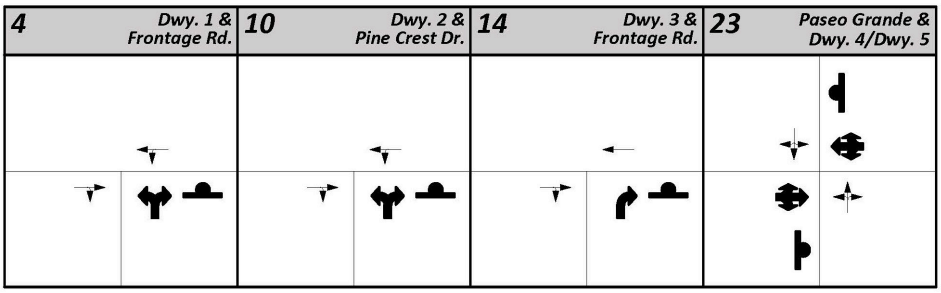
The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown on Exhibit 1-4.

Recommendation 1 – Driveway 1 & Frontage Road (#4) – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the northbound approach and construct a shared left-right turn lane (Project Driveway)

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS





LEGEND:

= EXISTING LANE
= LANE IMPROVEMENT
= STOP SIGN

Recommendation 2 – Driveway 2 & Pine Crest Drive (#10) – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the northbound approach and construct a shared left-right turn lane (Project Driveway)

Recommendation 3 – Driveway 3 & Frontage Road (#14) – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the northbound approach and construct a right turn lane (Project Driveway).
- The Project driveway should be designed to restrict access to right-in/right-tout access only.

Recommendation 4 – Paseo Grande & Driveway 4/Driveway 5 (#23) – The following improvements are necessary to accommodate site access:

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

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and County of Riverside 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 deficiencies identified under EAP (2027), EAPC (2027), Horizon Year (2040), and City of Corona GPBO traffic conditions are shown in Table 1-4. Improvements that appear under EAP (2027) would be the Project's responsibility to implement/construct in order to maintain acceptable LOS. For those remaining improvements listed in Table 1-4 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 or payment of fees (if applicable) that would be assigned to construction of the identified recommended improvements. The Project Applicant would be required to pay fair share fees and participate in pre-existing fee programs consistent with the County's requirements (see Section 9 *Local and Regional Funding Mechanisms*).

TABLE 1-4: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO

#	Intersection Location	Jurisdiction	Existing (2023)	EAP (2027)	EAPC (2027)	2040 With Project	GPBO With Project	Improvements in TUMF/DIF?[1]	Project Responsibility[2]	Fair Share %[3]
13	Serfas Club Dr. & Green River Rd.	Corona	None	None	None	Add WB right turn lane	Same	No	Fair Share	1.2%
						Stripe a crosswalk on the west leg and remove the crosswalk on the east leg, in order to provide additional green time to other approaches	Same	No	Fair Share	
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	Corona, Caltrans	None	None	None	Add EB right turn lane	Same	No	Fair Share	2.0%
19	Paseo Grande & Frontage Rd.	Corona, County	None	None	None	Install a traffic signal	Same	No	Fair Share	5.4%
						Restripe the NB approach to provide a NB left turn lane and a through lane	Same	No	Fair Share	
20	Paseo Grande & Via Santiago	County	None	None	Install a traffic signal[4]	Same[4]	Same[4]	No	Fair Share	6.1%
21	Paseo Grande & Via Del Rio	County	Install a traffic signal[4,5]	Same[4,5]	Same[4,5]	Same[4,5]	Same[4,5]	No	Fair Share	9.1%
24	Paseo Grande & Pine Crest Dr.	County	Install a traffic signal[4]	Same[4]	Same[4]	Install a traffic signal[4]	Same[4]	No	Fair Share	7.1%
25	Paseo Grande & Ontario Av.	Corona, County	Install a traffic signal[4,5]	Same[4,5]	Same[4,5]	Same[4,5]	Same[4,5]	No	Fair Share	3.4%
33	Avenida Del Vista & Via Santiago	Corona	None	None	None	Install a traffic signal[4]	Same[4]	No	Fair Share	0.7%

* **EAP** = Existing + Ambient + Project; **EAPC** = Existing + Ambient + Project + Cumulative; **GPBO** = City of Corona General Plan Buildout

[1] Improvements included in WROCOG TUMF or County 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 discretion of County.

Represents the fair share percentage for the Project during the most impacted peak hour. Identifies the Project's responsibility to construct an off-site improvement, contribute fair share, or fee payment towards the improvements shown. If identified as a Project construct obligation/in a fee program, then no fair share percentage has been identified.

[3] Total project fair share is applicable to the improvements which are not already included in the County DIF/TUMF for those intersections wholly or partially within the County.

[4] The installation of a traffic signal is required to bring this intersection to acceptable LOS during the AM peak hour. However, because of the location of the intersection in a residential area, Riverside County staff is unlikely to support the installation of a traffic signal which would only be beneficial during the school drop-off period.

[5] An alternative improvement for this location is a roundabout.

1.7 QUEUING ANALYSIS

The traffic modeling and signal timing optimization software package SimTraffic has been utilized to assess the queues. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each applicable turn lane.

A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 15-minute periods with 60-minute recording intervals. The queuing analysis has been evaluated for the most traffic intensive scenario: City of Corona GPBO With Project Conditions. The results of the queuing analysis worksheets for the weekday AM and PM peak hours are provided in Appendix 1.2 and have been used to verify queues can be accommodated by the proposed driveway spacing with respect to adjacent study intersections as shown previously on Exhibit 1-4.

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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 consistent with County of Riverside's Traffic Study Guidelines.

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. (6) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The County of Riverside, City of Corona, and Caltrans require signalized intersection operations analysis based on the methodology described in the HCM. (6) Intersection LOS operations are based on an intersection's average control delay. Control delays include 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.

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.

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.

A saturation flow rate of 1900 has been utilized for all study area intersections. 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. (6)

2.2.2 UNSIGNALIZED INTERSECTIONS

The County of Riverside and City of Corona require the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (6) 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 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). (7)

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. (7) 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. Rural warrants have been used where posted speed limits on the major roadways with unsignalized intersections are over 40 miles per hour while urban warrants have been used where speeds are 40 miles per hour or below.

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

ID	Intersection	Jurisdiction
4	Driveway 1 & Frontage Rd.	County of Riverside
10	Driveway 2 & Pine Crest Dr.	County of Riverside
14	Driveway 3 & Frontage Rd.	County of Riverside
15	Pine Crest Dr. & Mountain View Dr.	County of Riverside
19	Paseo Grande & Frontage Rd.	County of Riverside, Corona
20	Paseo Grande & Via Santiago	County of Riverside
21	Paseo Grande & Via Del Rio	County of Riverside
22	Paseo Grande & Brae Burn Rd.	County of Riverside
23	Paseo Grande & Driveway 4/Driveway 5	County of Riverside
24	Paseo Grande & Pine Crest Dr.	County of Riverside
25	Paseo Grande & Ontario Av.	County of Riverside, Corona
28	Via Bernardo & Via Santiago	County of Riverside, Corona
29	Via Bernardo & Via Del Rio	County of Riverside
30	Kirkwood Dr. & Via Del Rio	Corona
32	Avenida Del Vista & Via Santiago	Corona
34	Avenida Del Vista & Ontario Av.	Corona

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 (2027) Traffic Conditions*, Section 6 *EAPC (2027) Traffic Conditions*, Section 7 *Horizon Year (2040) Traffic Conditions*, and Section 8 *City of Corona General Plan Buildout 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 ROADWAY SEGMENT CAPACITY ANALYSIS

Roadway segment operations have been evaluated using the County of Riverside Roadway Capacity Thresholds provided in the County's Guidelines. (1) These roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. In other words, while using ADT for planning purposes is suitable with regards to evaluating potential volume to capacity with future forecasts, it is not suitable for operational analysis because it does not account for the factors listed previously. As such, where the ADT based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis and progression analysis are undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity.

2.5 QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and "spill back" onto the SR-91 Freeway mainline from the off-ramps. The 95th percentile queue has also been utilized to assess the queues at Auto Center Drive, Serfas Club Drive, and Maple Street to identify any potential queuing.

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.

At the request of the County of Riverside, roadway segment queues (i.e., along Paseo Grande and Serfas Club Drive) have also been evaluated using the Simtraffic software. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 15-minute periods with 60-minute recording intervals.

The results of the queuing analysis worksheets for the weekday AM and PM peak hours are provided in the applicable queuing appendix for each analysis scenario, which is discussed in the subsequent sections: Section 5 *EAP (2027) Traffic Conditions*, Section 6 *EAPC (2027) Traffic Conditions*, Section 7 *Horizon Year (2040) Traffic Conditions*, and Section 8 *City of Corona General Plan Buildout Conditions* of this report.

2.6 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

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

2.6.1 COUNTY OF RIVERSIDE

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley, and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley, and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

The applicable minimum LOS utilized for the purposes of this analysis is LOS D per discussions with County of Riverside staff.

2.6.2 CITY OF CORONA

In accordance with the City of Corona's General Plan (Goal CE-1), the following intersection LOS thresholds from the General Plan shall be implemented using the current HCM:

- Maintain LOS D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this LOS policy. Considerations for LOS exemption includes lack of available right-of-way, environmental constraints, or other modes of travel (such as bicycle or pedestrians). Key locations identified for LOS exemption are:
    - Green River Road at SR-91 Freeway
    - Lincoln Avenue at SR-91 Freeway
    - Main Street at SR-91 Freeway
    - Sixth Street, between E. Grand Boulevard and W. Grand Boulevard
    - McKinley Avenue at SR-91 Freeway
    - Hidden Valley Parkway at I-15 Freeway
    - Magnolia Avenue at I-15 Freeway

- Ontario Venue at I-15 Freeway
- El Cerrito Road at I-15 Freeway
- Cajalco Road at I-15 Freeway
- Weirick Road at I-15 Freeway
- Other locations as approved by the City.

A minimum LOS D has been utilized for the purposes of this analysis for City of Corona intersections.

2.6.3 CALTRANS

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based LOS. Caltrans acknowledges automobile delay will no longer be considered a CEQA impact for development projects and will use VMT as the metric for determining impacts on the State Highway System. However, LOS D has been utilized as the target LOS for Caltrans facilities, consistent with the County of Riverside and City of Corona.

2.7 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. The following deficiency criteria have been utilized for the County of Riverside. To determine whether the addition of project-related traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F). Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency will occur if the Project contributes peak hour trips to pre-project traffic conditions.

2.8 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the TUMF and/or DIF 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 County 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 contribution is determined based on the following equations, which are the ratio of Project traffic to net new traffic (where net new traffic is the future traffic less existing traffic):

Project Fair Share % = Project Traffic / (GPBO With Project Total Traffic – Existing Traffic)

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3 AREA CONDITIONS

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

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the scoping agreement with County of Riverside staff (Appendix 1.1), the study area includes a total of 34 existing and future intersections as shown previously on Exhibit 1-3, where the Project is anticipated to contribute 50 or more peak hour trips or were added at the County's request during the scoping process. 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 COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

As noted previously, the Project site is located within the County of Riverside within the Temescal Canyon Area Plan. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on County of Riverside General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the County of Riverside General Plan Circulation Element and Exhibit 3-3 illustrates the County of Riverside General Plan roadway cross-sections.

Urban Arterials can accommodate six or eight travel lanes. These facilities provide capacity for heavy through traffic where volumes are anticipated to exceed four-lane capacity. Urban arterials provide limited access to other roadways. An example of an urban arterial within the study area includes:

- 6th Street

Major Highways can accommodate four travel lanes. These facilities typically provide access to major commercial and industrial areas, or to serve through traffic. An example of a major highway within the study area includes:

- Serfas Club Drive
- Auto Center Drive
- Maple Street, north of 6th Street

Secondary Highways can accommodate four travel lanes. These facilities typically provide access between the regional highway system and collector streets. An example of a Secondary Highway within the study area includes:

- Paseo Grande (north of Via Del Rio)
- Via Del Rio (east of Paseo Grande)

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

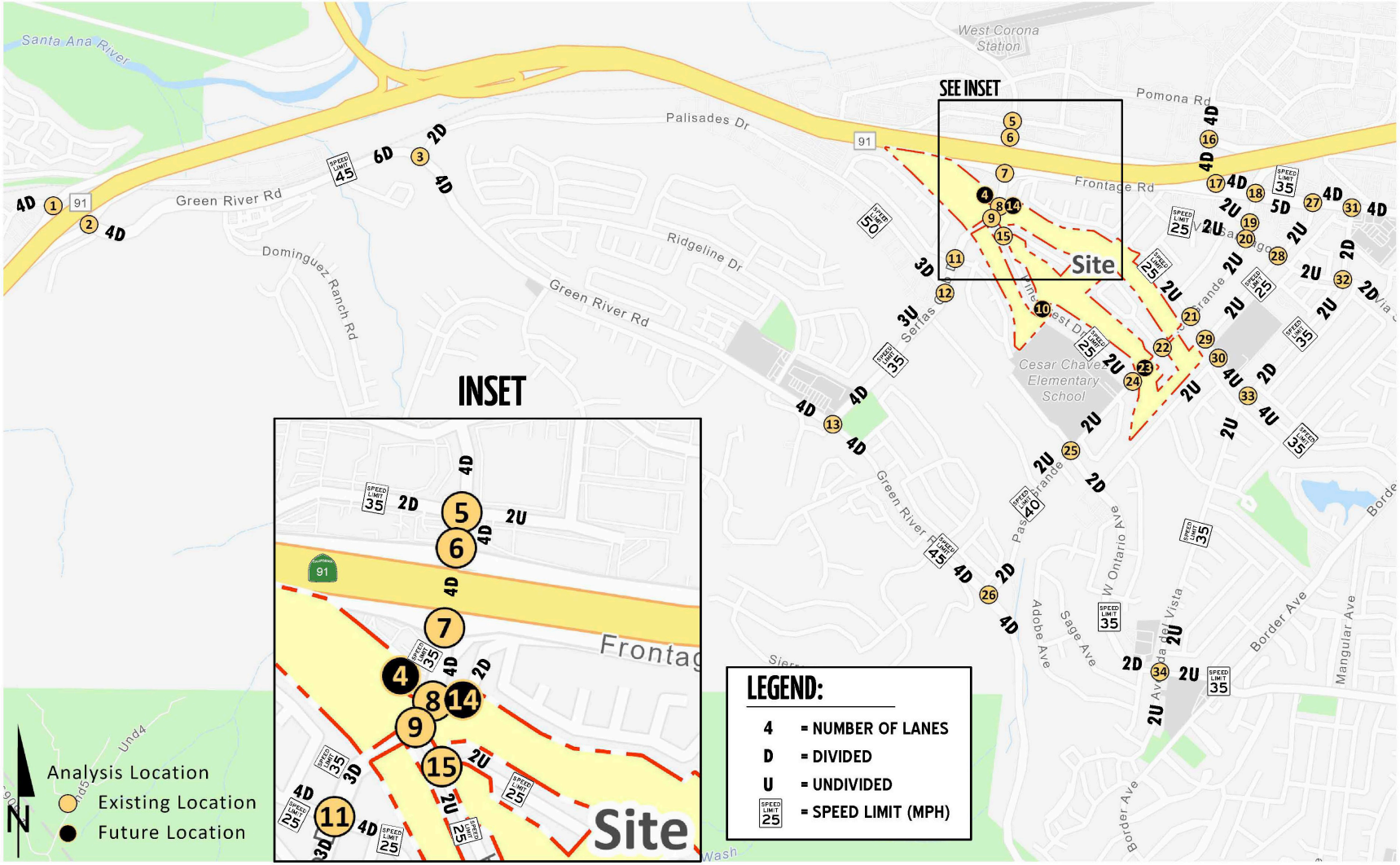
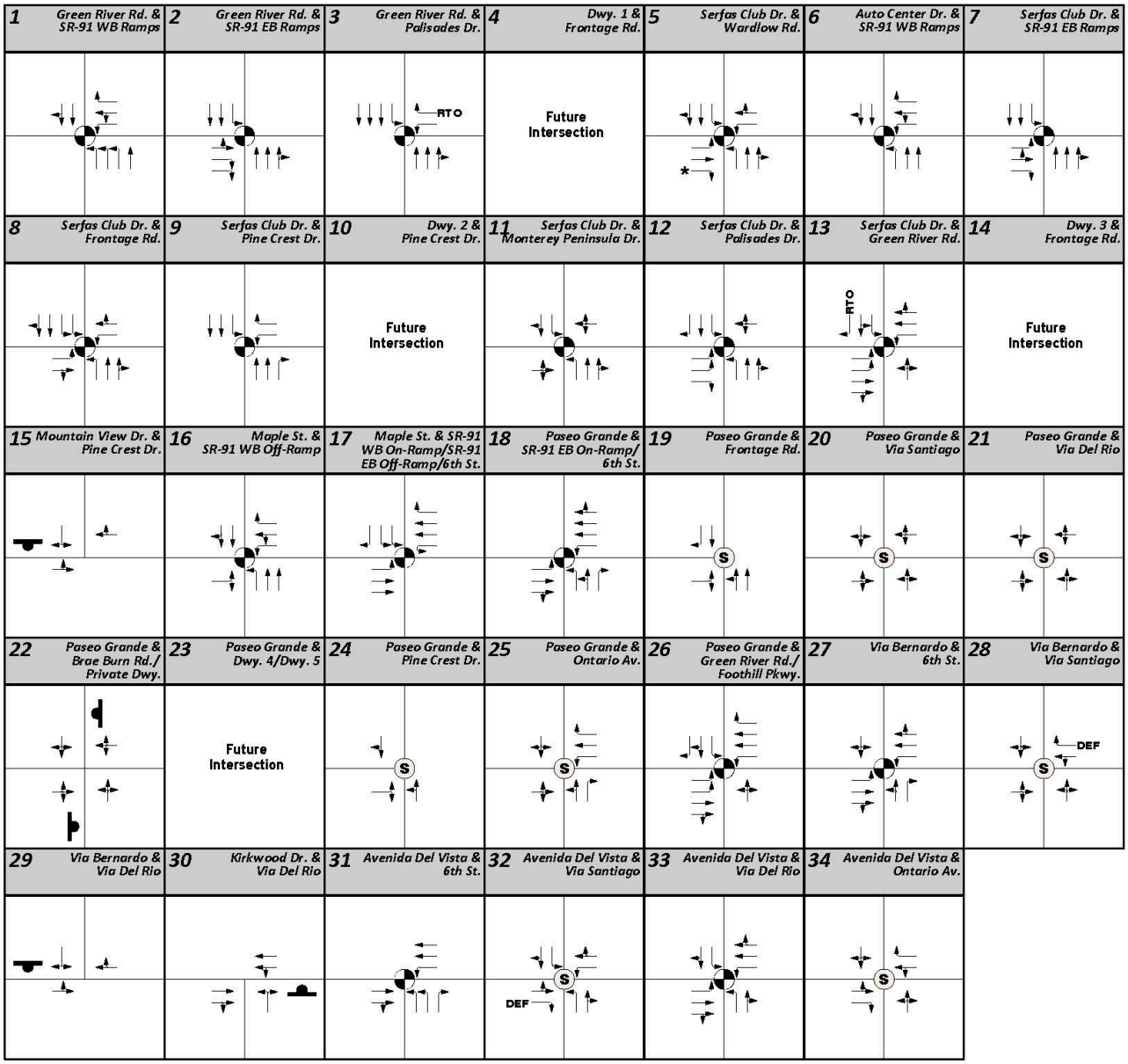


EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (PAGE 2 OF 2)



LEGEND:

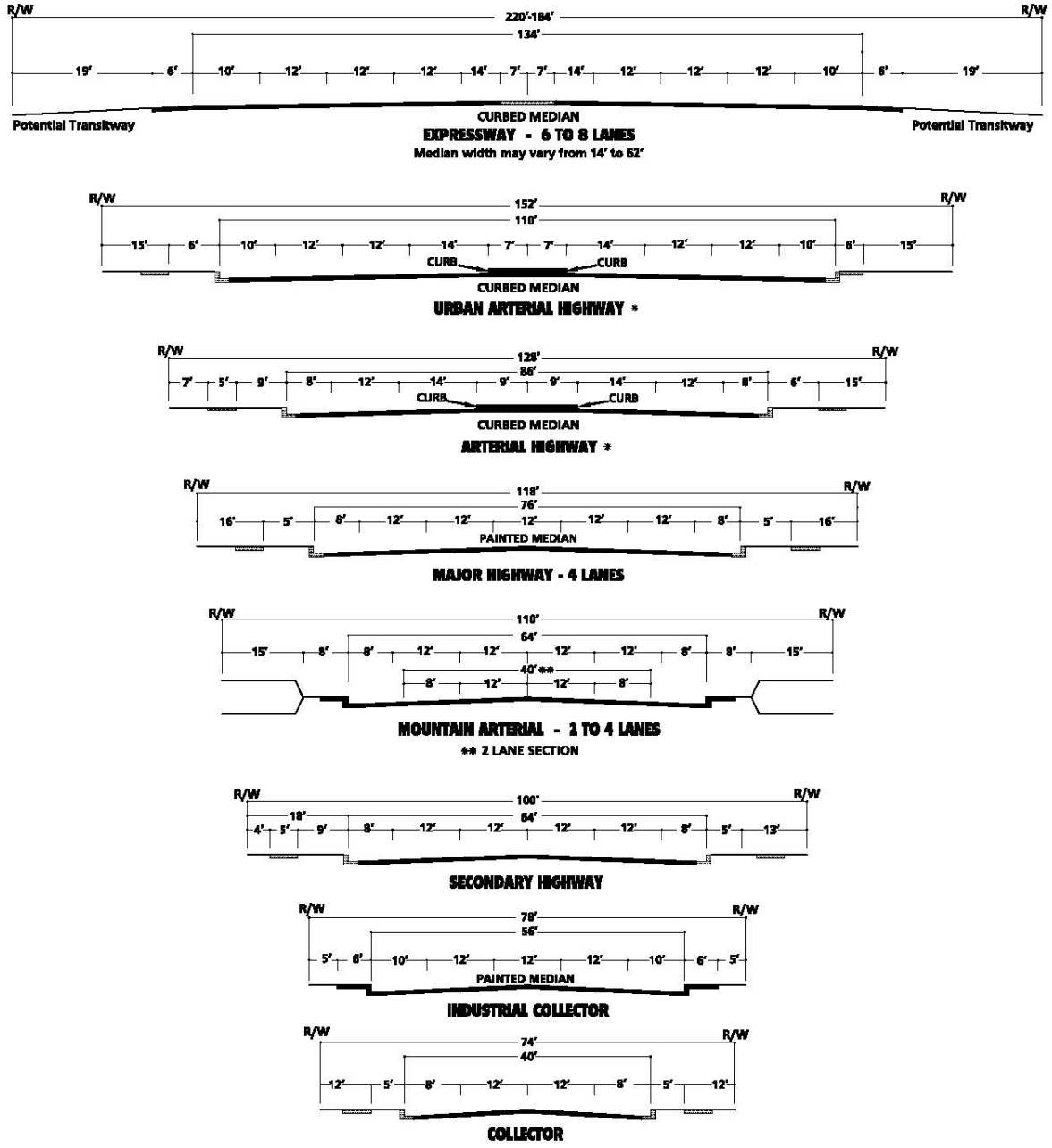
- = TRAFFIC SIGNAL
- S = ALL WAY STOP
- = STOP SIGN
- RTO = RIGHT TURN OVERLAP
- DEF = DEFACTO RIGHT TURN

*** NOTE: NO RIGHT TURNS ARE PERMITTED FROM 5 AM TO 8 AM.**

EXHIBIT 3-2: COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT



EXHIBIT 3-3: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



Collectors can accommodate two travel lanes. These facilities provide access to residential land use, or commercial and industrial land use in the form of a cul-de-sac. An example of a collector within the study area includes:

- Palisades Drive
- Kirkwood Drive

3.3 CITY OF CORONA GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-4 shows the adopted City of Corona General Plan Circulation Element and Exhibit 3-5 displays the adopted City of Corona General Plan roadway cross-sections.

3.4 BICYCLE & PEDESTRIAN FACILITIES

Field observations conducted in 2023 indicate nominal pedestrian and bicycle activity within the study area. Existing pedestrian facilities currently exist along portions Serfas Club Drive, Paseo Grande, Via Del Rio, Kirkwood Drive, Frontage Road, and 6th Street. Exhibit 3-6 shows the County of Riverside Trails and Bikeway System while Exhibit 3-7 illustrates the City of Corona Existing and Proposed Bike Trails. There is an existing historic trail that runs along the 6th Street alignment within the study area. There are existing Class II bike lanes along Serfas Club Drive south of the SR-91 Freeway and also along Palisades Drive. The existing pedestrian facilities within the study area are shown on Exhibit 3-8.

3.5 TRANSIT SERVICE

Exhibit 3-9 displays the existing transit routes near the Project site. As shown n Exhibit 3-6, the surrounding area is currently served by the Riverside Transit Agency (RTA) with bus services along, however, there does not appear to be an existing transit route that could potentially serve the Project. Transit service is reviewed and updated by the RTA 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.

EXHIBIT 3-4: CITY OF CORONA GENERAL PLAN CIRCULATION ELEMENT

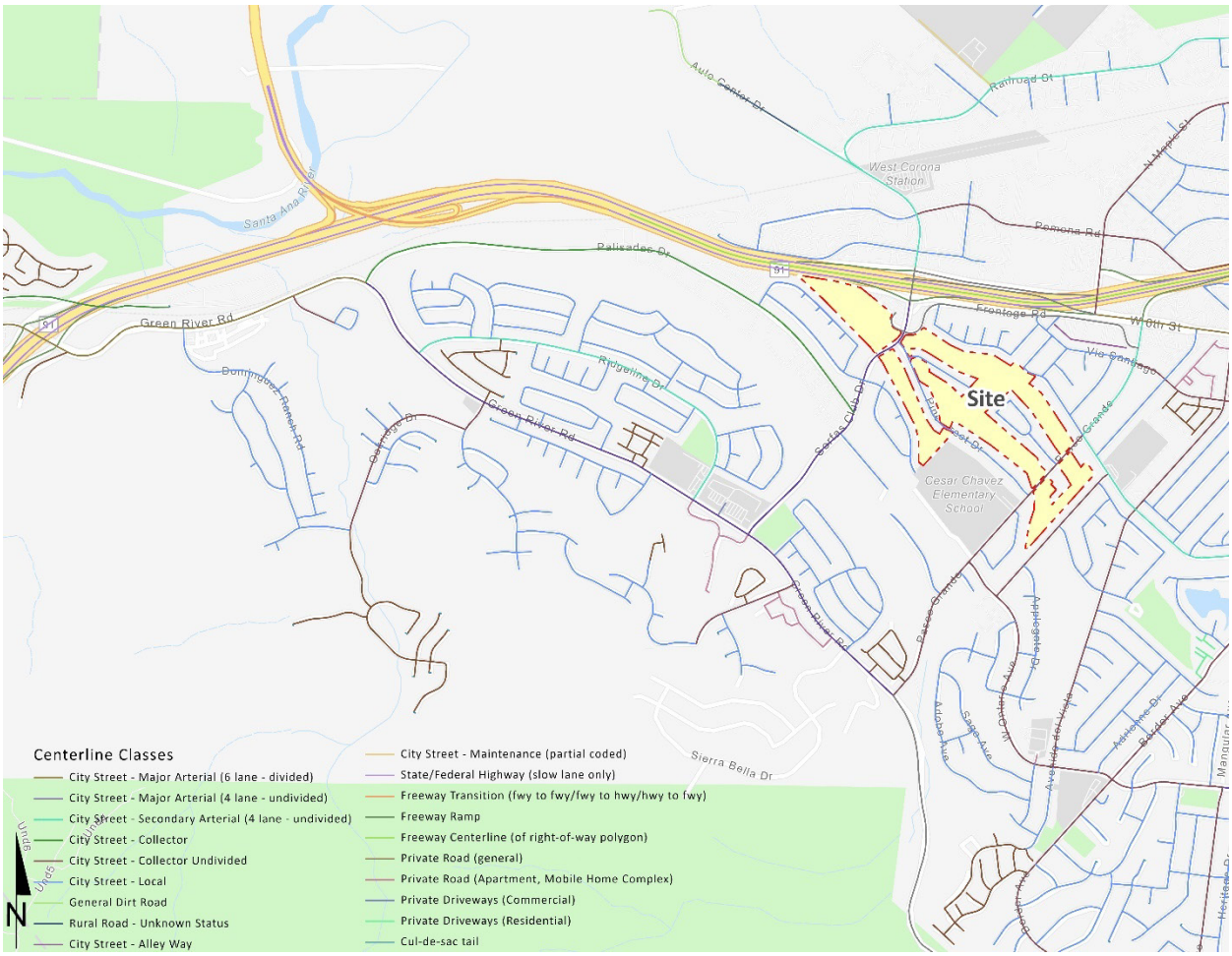
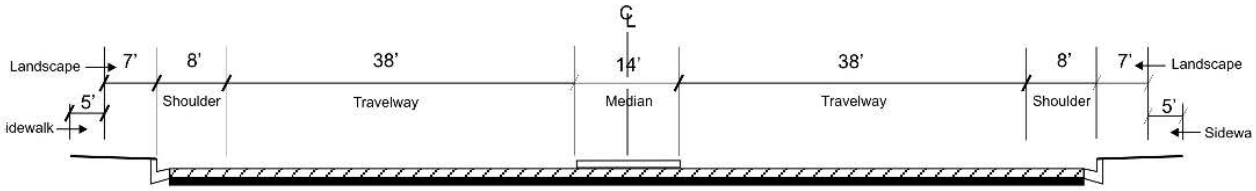
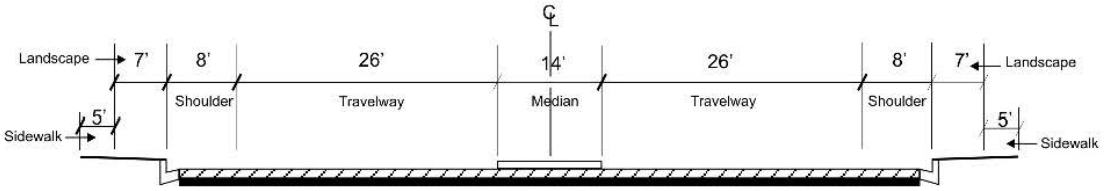


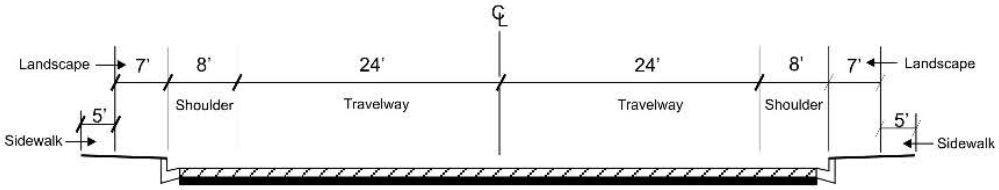
EXHIBIT 3-5: CITY OF CORONA GENERAL PLAN ROADWAY CROSS-SECTIONS



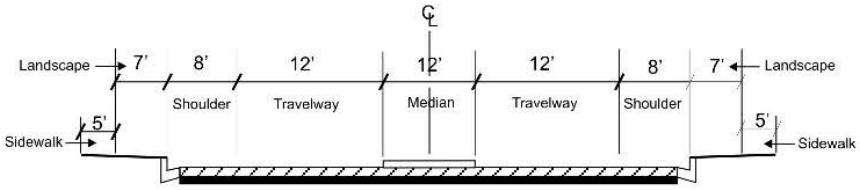
Major Arterial (6 lanes)
R.W. 130
Roadway 106



Major Arterial (4 lanes)
R.W. 106
Roadway 82



Secondary (4 lanes)
R.W. 88
Roadway 64



Divided Collector (2 lanes)
R.W. 76
Roadway 52

EXHIBIT 3-6: COUNTY OF RIVERSIDE GENERAL PLAN BIKE NETWORK

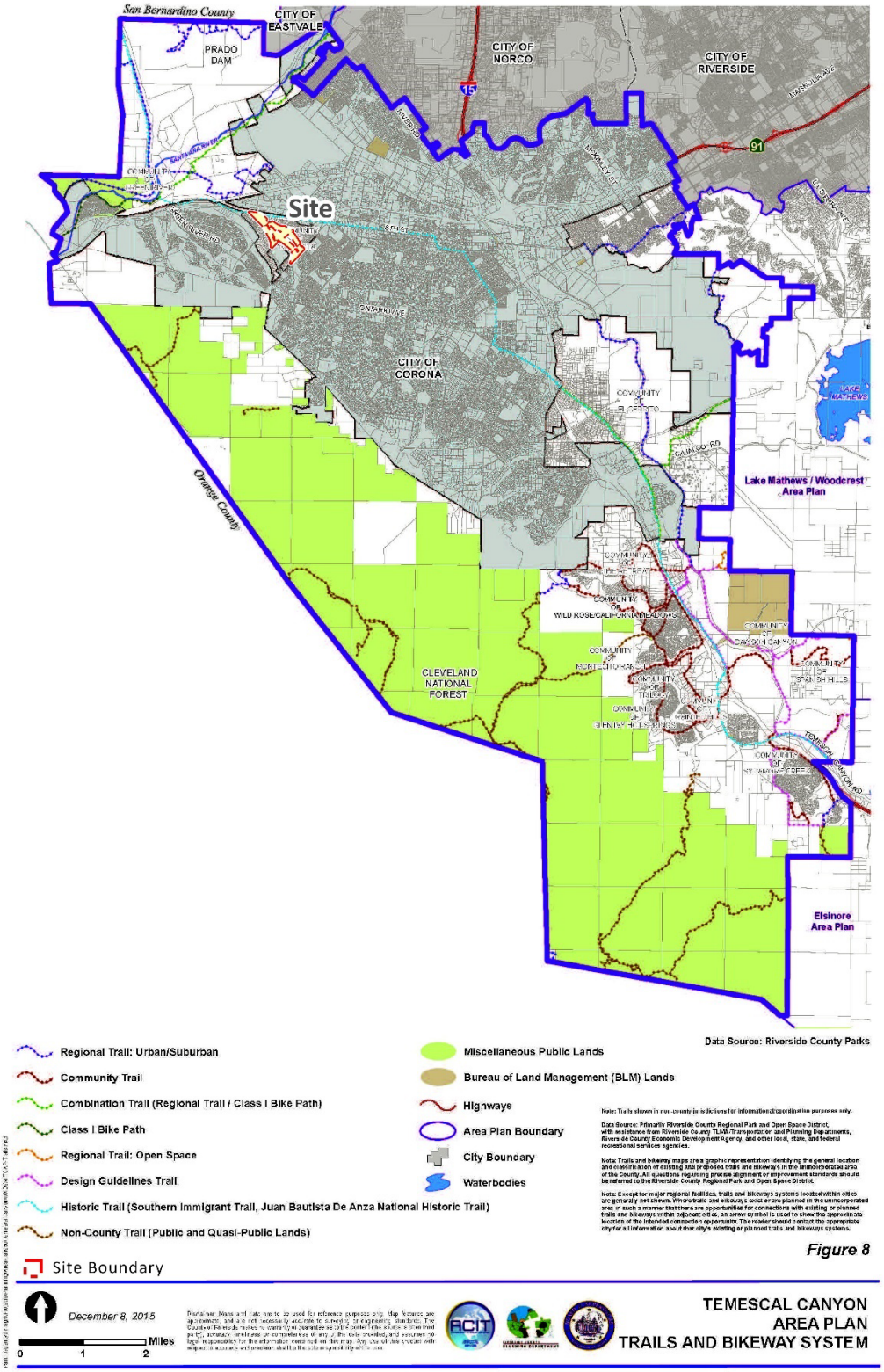


Figure 8

EXHIBIT 3-7: CITY OF CORONA GENERAL PLAN BIKE NETWORK



EXHIBIT 3-8: EXISTING PEDESTRIAN FACILITIES

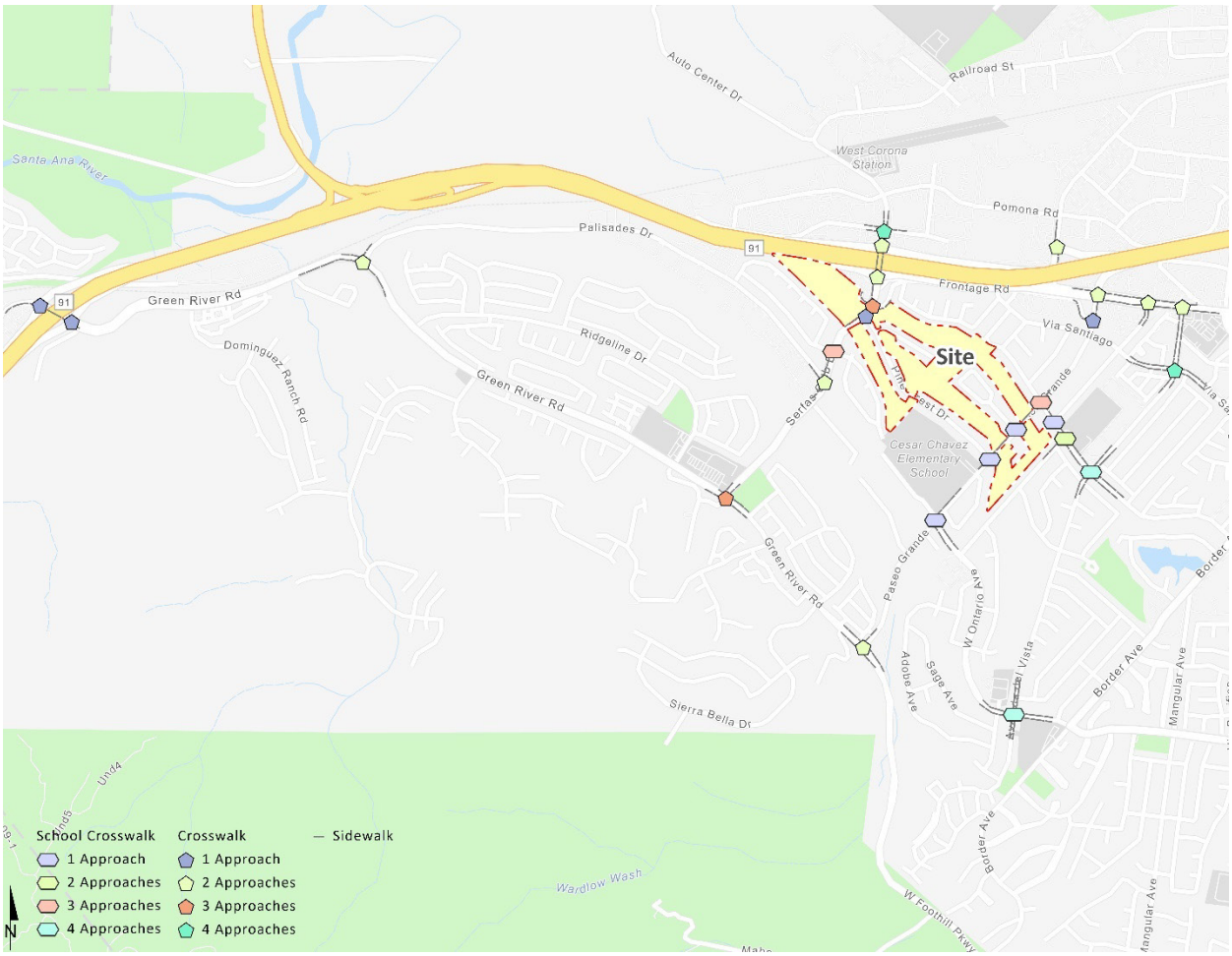


EXHIBIT 3-9: EXISTING TRANSIT ROUTES



3.6 EXISTING (2023) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in April 2023 when local schools were in session and operating on normal bell schedules. 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)

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. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

Existing weekday ADT volumes on arterial highways throughout the study area are shown on Exhibit 3-10. Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 13.2 = 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 7.6 percent. As such, the above equation utilizing a factor of 13.2 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.6 percent (i.e., 1/0.076 = 13.2) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. This factor is consistent with that used for other traffic studies within the study area. Existing weekday AM and weekday PM peak hour intersection volumes are shown on Exhibit 3-10.

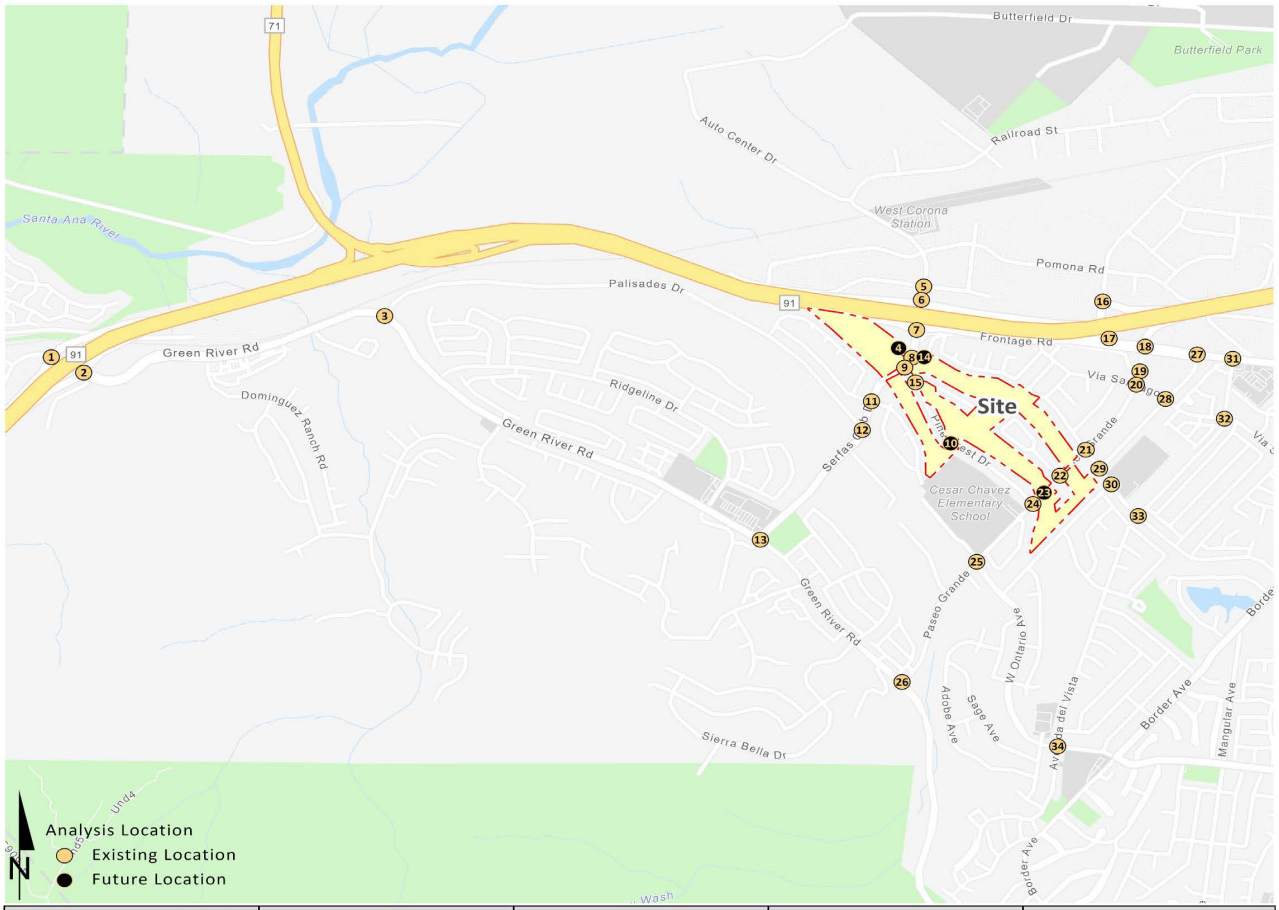
3.7 INTERSECTION OPERATIONS ANALYSIS

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 existing study area intersections are currently operating at an acceptable LOS during the peak hours with the exception of the following intersections:

- Paseo Grande & Via Del Rio (#21) – LOS E AM peak hour only
- Paseo Grande & Pine Crest Drive (#24) – LOS E AM peak hour only
- Paseo Grande & Ontario Avenue (#25) – LOS E AM peak hour only

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

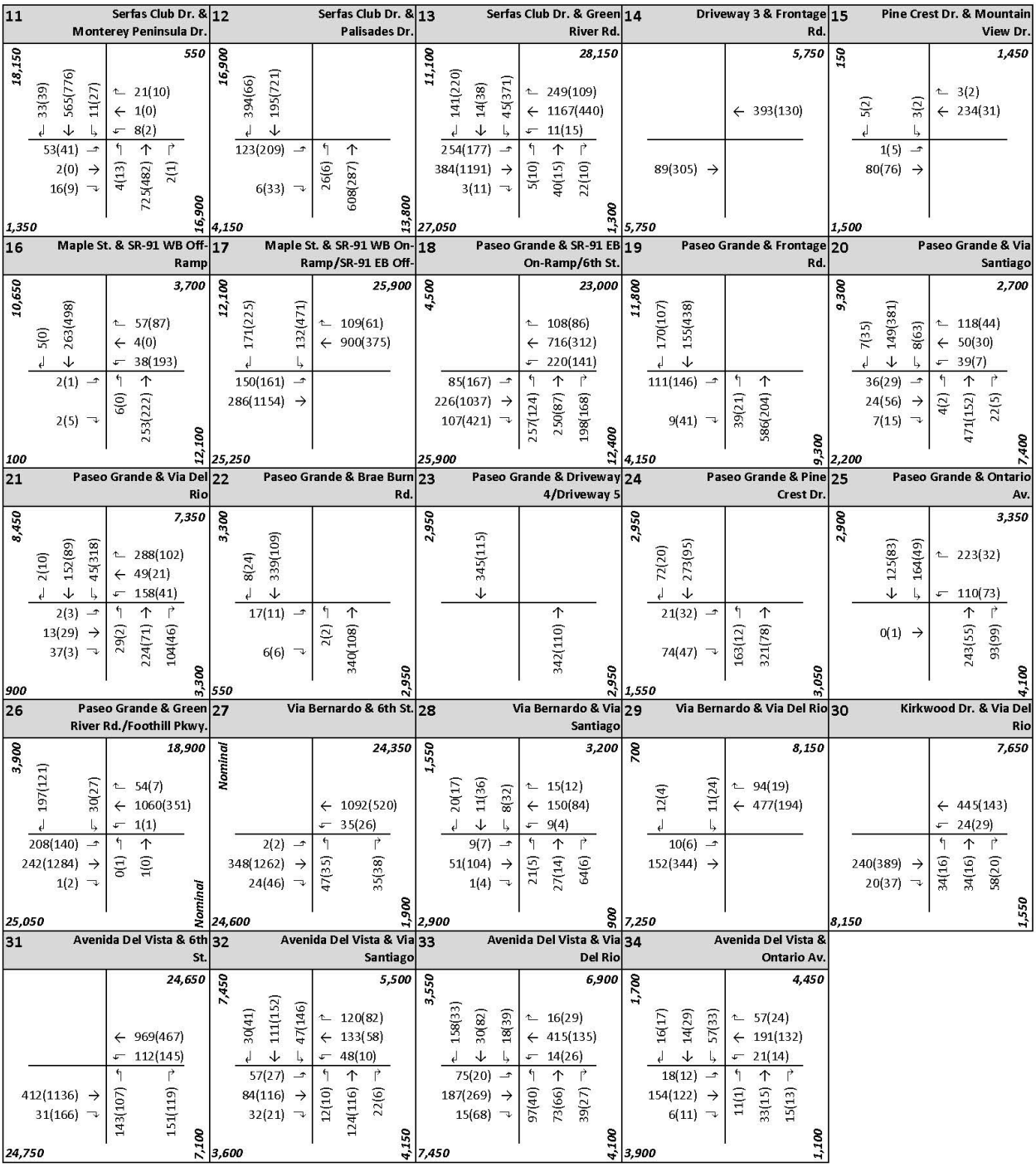
EXHIBIT 3-10: EXISTING (2023) TRAFFIC VOLUMES



1 Green River Rd. & SR-91 WB Ramps			2 Green River Rd. & SR-91 EB Ramps			3 Green River Rd. & Palisades Dr.			4 Driveway 1 & Frontage Rd.			5 Auto Center Dr. & Wardlow Rd.		
13,200		5,700	13,550		2,800	24,850		3,350			2,700	13,450		2,050
↲ 256(126)	↓ 222(259)	↱ 107(184) ← 3(19) ↰ 19(230)	↓ 65(332)	↳ 176(157)	79(162) ↳ 1(3) → 178(1407) ↲	↓ 198(1529)	↳ 77(148)	↱ 266(63) ← 5(14)			← 54(43) 123(160) →	↲ 20(28)	↓ 558(576)	↳ 10(9)	↰ 1(11) ← 10(2) ↰ 60(92) 4(20) → 1(8) → 7(94) ↲
		↰ 1521(299) ↑ 183(239)			↑ 1625(376) ↱ 100(54)			↑ 1406(401) ↱ 32(17)							↰ 38(103) ↑ 322(376) ↱ 57(34)
5,850		13,550	20,750		25,400	25,850			2,700			3,350			16,800

6 Auto Center Dr. & SR-91 WB Ramps			7 Serfas Club Dr. & SR-91 EB Ramps			8 Serfas Club Dr. & Frontage Rd.			9 Serfas Club Dr. & Pine Crest Dr.			10 Driveway 2 & Pine Crest Dr.		
16,800		4,350	16,400		5,350	19,150		5,750	18,650		1,600			1,450
↲ 444(366)	↓ 181(396)	↱ 34(64) ← 53(0) ↰ 57(267)	↓ 205(511)	↳ 33(152)	245(300) ↳ 1(12) → 130(423) ↲	↲ 1(3)	↓ 296(761)	↳ 38(170)	↓ 492(828)	↳ 35(58)	↱ 122(19) ↰ 117(14)			← 237(33)
		↰ 488(130) ↑ 383(449)			↑ 626(279) ↱ 430(240)			↰ 39(28) ↑ 793(395) ↱ 43(106)			↑ 753(510) ↱ 46(23)	83(78) →		
6,550		16,400	9,700		19,150	2,700		18,650			18,150	1,450		

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



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

Average Daily Trips

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2023) CONDITIONS

#	Intersection	Traffic Control[1]	Delay[2] (secs.) AM[3]	Delay[2] (secs.) AM	Delay[2] (secs.) PM	Level of Service AM[3]	Level of Service AM	Level of Service PM
1	Green River Rd. & SR-91 WB Ramps	TS	--[4]	25.1	30.6	**F**	C	C
2	Green River Rd. & SR-91 EB Ramps	TS	--[4]	21.5	33.3	**F**	C	C
3	Green River Rd. & Palisades Dr.	TS	N/A	10.5	5.7	N/A	B	A
4	Driveway 1 & Frontage Rd.		Future Intersection					
5	Auto Center Dr. & Wardlow Rd.	TS	--[4]	12.4	16.7	**F**	B	B
6	Auto Center Dr. & SR-91 WB Ramps	TS	--[4]	21.2	14.2	**F**	C	B
7	Serfas Club Dr. & SR-91 EB Ramps	TS	--[4]	11.7	16.5	**F**	B	B
8	Serfas Club Dr. & Frontage Rd.	TS	--[4]	12.3	12.6	**F**	B	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	N/A	7.4	4.7	N/A	A	A
10	Driveway 2 & Pine Crest Dr.		Future Intersection					
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	N/A	9.3	8.0	N/A	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	N/A	8.2	10.7	N/A	A	B
13	Serfas Club Dr. & Green River Rd.	TS	N/A	24.5	18.7	N/A	C	C
14	Driveway 3 & Frontage Rd.		Future Intersection					
15	Pine Crest Dr. & Mountain View Dr.	CSS	N/A	10.3	8.9	N/A	B	A
16	Maple St. & SR-91 WB Off-Ramp	TS	N/A	7.4	9.0	N/A	A	A
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	TS	N/A	17.5	17.9	N/A	B	B
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	N/A	38.2	37.5	N/A	D	D
19	Paseo Grande & Frontage Rd.	AWS	N/A	12.6	15.2	N/A	B	C
20	Paseo Grande & Via Santiago	AWS	N/A	19.5	13.6	N/A	C	B
21	Paseo Grande & Via Del Rio	AWS	N/A	**42.5**	12.2	N/A	**E**	B
22	Paseo Grande & Brae Burn Rd.	CSS	N/A	15.1	9.8	N/A	C	A
23	Paseo Grande & Driveway 4/Driveway 5		Future Intersection					
24	Paseo Grande & Pine Crest Dr.	AWS	N/A	**41.0**	7.8	N/A	**E**	A
25	Paseo Grande & Ontario Av.	AWS	N/A	**40.6**	9.0	N/A	**E**	A
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	N/A	15.4	10.8	N/A	B	B
27	Via Bernardo & 6th St.	TS	N/A	9.5	9.8	N/A	A	A
28	Via Bernardo & Via Santiago	AWS	N/A	8.8	8.2	N/A	A	A
29	Via Bernardo & Via Del Rio	CSS	N/A	14.9	13.2	N/A	B	B
30	Kirkwood Dr. & Via Del Rio	CSS	N/A	12.3	12.5	N/A	B	B
31	Avenida Del Vista & 6th St.	TS	N/A	9.5	13.0	N/A	A	B
32	Avenida Del Vista & Via Santiago	AWS	N/A	13.0	10.9	N/A	B	B
33	Avenida Del Vista & Via Del Rio	TS	N/A	16.0	13.8	N/A	B	B
34	Avenida Del Vista & Ontario Av.	AWS	N/A	9.8	8.9	N/A	A	A

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

[1] TS = Traffic Signal; CSS = Cross-Street Stop

[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] Peak hour operations due to regional congestion as a result of capacity limitations to accommodate SR-91 Freeway westbound traffic. Other AM and PM peak hour results are based on peak hour operations analysis using the actual count data collected and applicable analysis software.

[4] The through movements along Serfas Club Drive, in the southbound direction, that occur during the morning peak commute hours is due to the regional congestion as traffic utilizes Serfas Club Drive to bypass the SR-91 Freeway.

Queuing Effects on Intersection Operations

At the time traffic counts were collected in 2023, field observations indicated queuing in the westbound direction on Green River Road during the AM peak hour. Specifically, the peak of the queues occurred at approximately 6:30 AM. By 7:00 AM, there was still a queue of vehicles backed up on Westbound Green River Road with the peak queue observed extending approximately 400-feet west of Dominguez Ranch Road. The queuing of vehicles was consistent across all three lanes along Green River Road east of the SR-91 Freeway, however, there was no congestion for through traffic on the Green River Road bridge and west of the SR-91 Freeway. Between 7:00 AM and 7:30 AM, the queue would nearly fully dissipate during each cycle, but would queue up again to just west of Dominguez Ranch Road. However, after 7:30 AM, the queues began to dissipate, and roadway conditions were at free-flow conditions by 9:00 AM. There were no queues observed in either the eastbound or westbound directions along Green River Road during the PM peak period.

There were also observed queues along Serfas Club Drive in the vicinity of the SR-91 Freeway interchange. Specifically, the queues were observed at the SR-91 westbound on-ramp at Serfas Club Drive, as vehicles attempt to access the SR-91 Freeway westbound. The observed AM peak hour queues did not extend past Frontage Street.

During the AM peak hour there were occasional instances observed of the westbound left turn movement at the intersection of SR-91 Eastbound On-Ramp/Paseo Grande and 6th Street with as many as 10 vehicles during 7:30-8:00 AM timeframe where each cycle would only serve 6-8 vehicles in the queue. The northbound approach to the same intersection of SR-91 Eastbound On-Ramp/Paseo Grande and 6th Street would also queue back to Frontage Road periodically curing the morning peak hour, preventing vehicles from turning onto northbound Paseo Grande from Frontage Road. At Paseo Grande at Via Del Rio, there were occasional queues in the westbound approach during the morning AM peak hour associated with the Coronita Elementary School morning drop-off. However, these queues quickly cleared (10-15 minutes). There was a queue in the southbound approach at Paseo Grande and Pine Crest Drive also observed during the morning peak hour associated with the morning drop-off at Cesar Chavez Academy. The southbound queues would continue past the school, merging with the drop-off vehicles for the school, likely due to the high-volume morning drop-off traffic in conjunction with the all-way stop control at the intersection of Paseo Grande and Ontario Avenue. However, these queues also dissipated quickly (following the morning drop-off period).

The morning peak hour queues along Green River Road and Serfas Club Drive are due to congestion along the adjacent SR-91 Freeway Westbound during the morning commute hours. As a result, the intersections along Green River Road and Serfas Club Drive experience constrained (congested) flow conditions. The morning queues observed along Paseo Grande are also affected by the congestion of the SR-91 Freeway closer to 6th Street, however, are also affected by morning drop-off traffic associated with several schools along the corridor. These constraints in the form of vehicle queues significantly limit the number of vehicles that cross the stop bar to be physically "counted" during the peak hour conditions. While the traffic counts identify all the vehicles using an intersection during peak hours, they may not fully account for the unconstrained demand at a particular location (during non-congested hours). As such, based on the constrained traffic count data the intersections operate at acceptable LOS or at an LOS better than field observations would suggest. However, based on

observations the SR-91 Westbound Ramps at Green River Road and Serfas Club Drive experience queues and congestion during the AM peak hour, which is a result of northbound left turn traffic at the SR-91 Westbound Ramps who are unable to get onto the SR-91 Freeway (Westbound). The congestion is a result of a number of reasons including, but not limited to, regional and local traffic accessing the SR-91 Freeway in the westbound direction during the peak morning commute period, in conjunction with the lack of receiving lanes and existing congestion on the SR-91 Freeway which cannot accommodate the Westbound on-ramp traffic.

It is important to recognize that the intersection operations analysis reflects the existing constrained traffic count conditions. These constraints in the form of vehicle queues at closely spaced intersections significantly limit the number of vehicles that can physically be accommodated during peak hour conditions. While the traffic counts identify all the vehicles using an intersection during peak hours, they may not fully account for the unconstrained demand at a particular location. As such, the LOS for the AM peak hour has been evaluated based on the existing traffic counts and also for the observed queues, which are shown previously in Table 3-1. When taking into consideration the queues associated with the congestion on the SR-91 Freeway during the morning commute period, the following additional intersections were also found to operate at an unacceptable LOS under Existing traffic conditions (see Table 3-1):

- Green River Road & SR-91 Westbound Ramps (#1) – LOS F AM peak hour only
- Green River Road & SR-91 Eastbound Ramps (#2) – LOS F AM peak hour only
- Auto Center Drive & Wardlow Road (#5) – LOS F AM peak hour only
- Auto Center Drive & SR-91 Westbound Ramps (#6) – LOS F AM peak hour only
- Serfas Club Drive & SR-91 Eastbound Ramps (#7) – LOS F AM peak hour only
- Serfas Club Drive & Frontage Road (#8) – LOS F AM peak hour only

3.8 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following unsignalized study area intersection currently meets a peak hour volume-based traffic signal for Existing traffic conditions:

- Paseo Grande & Via Del Rio (#21)

Per the County's requirements, the following warrants have been evaluated for Existing (2023) traffic conditions for the intersection of Paseo Grande and Via Del Rio since it met the peak hour traffic signal warrant:

- Warrant 1 (Eight Hour Vehicular Volume)
- Warrant 2 (Four-Hour Vehicular Volume)
- Warrant 3 (Peak Hour Vehicular Volume)

Paseo Grande is currently a two-lane undivided roadway with one lane in each direction of travel. The intersection of Paseo Grande and Via Del Rio is currently controlled by a stop sign on all approaches

(e.g., all-way stop control). The posted speed limit on Paseo Grande is 40 MPH, thereby requiring use of the urban warrant analysis criteria. The following summarizes the signal warrant analyses results for the intersection of Paseo Grande and Via Del Rio:

- ***Signal Warrant 1*** – Based on the 8-hour volumes obtained on April 25, 2023, warrant 1 of the California Manual on Uniform Control Devices (MUTCD) has not been satisfied at this location.
- ***Signal Warrant 2*** – Based on the 4-hour volumes obtained on April 25, 2023, warrant 2 of the California MUTCD has not been satisfied at this location.
- ***Signal Warrant 3*** – Based on the peak hour volumes obtained on April 25, 2023, warrant 3 of the California MUTCD has been satisfied at this location.

Based on the signal warrants evaluated as part of this report for Existing (2023) traffic conditions, the intersection of Paseo Grande and Via Del Rio does not currently satisfy the CA MUTCD requirements for a traffic signal as it only meets the peak hour volume-based traffic signal warrant. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

3.9 ROADWAY SEGMENT CAPACITY ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County's Guidelines. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand.

Table 3-2 provides a summary of the Existing (2023) conditions roadway segment capacity analysis. As shown in Table 3-2, all study area roadway segments are currently operating at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

TABLE 3-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR EXISTING (2023) CONDITIONS

#	Roadway	Segment Limits	Roadway Section[1]	LOS Capacity[2]	Existing ADT[3]	V/C[4]	LOS[5]	Acceptable LOS[6]	General Plan Classification
1	Serfas Club Dr.	Wardlow Rd. to SR-91 WB Ramps	4D	34,100	16,839	0.49	A	D	Major Arterial
2	Serfas Club Dr.	SR-91 WB Ramps to SR-91 EB Ramps	4D	34,100	16,403	0.48	A	D	Major Arterial
3	Serfas Club Dr.	SR-91 EB Ramps to Frontage Rd.	4D	34,100	19,165	0.56	A	D	Major Arterial
4	Serfas Club Dr.	Frontage Rd. to Pine Crest Dr.	4D	34,100	18,664	0.55	A	D	Major Arterial
5	Serfas Club Dr.	Pine Crest Dr. to Monterey Peninsula Dr.	3D	25,575	16,891	0.66	B	D	Major Arterial
6	Serfas Club Dr.	Monterey Peninsula Dr. to Palisades Dr.	3D	25,575	18,138	0.71	C	D	Major Arterial
7	Serfas Club Dr.	Palisades Dr. to Green River Rd.	4D	34,100	16,923	0.50	A	D	Major Arterial
8	Pine Crest Dr.	Serfas Club Dr. to Mountain View Dr.	2U	13,000	1,606	0.12	A	D	Local
9	Pine Crest Dr.	Mountain View Dr. to Paseo Grande	2U	13,000	1,572	0.12	A	D	Local
10	Paseo Grande	6th St. to Frontage Rd.	5U	32,375	12,269	0.38	A	D	Secondary Arterial
11	Paseo Grande	Frontage Rd. to Via Santiago	2U	12,950	9,298	0.72	C	D	Secondary Arterial
12	Paseo Grande	Via Santiago to Via Del Rio	2U	12,950	8,458	0.65	B	D	Secondary Arterial
13	Paseo Grande	Via Del Rio to Brae Burn Rd.	2U	13,000	3,328	0.26	A	D	Collector
14	Paseo Grande	Brae Burn Rd. to Driveway 4/Driveway 5	2U	13,000	2,972	0.23	A	D	Collector
15	Paseo Grande	Driveway 4/Driveway 5 to Pine Crest Dr.	2U	13,000	2,972	0.23	A	D	Collector
16	Paseo Grande	Pine Crest Dr. to Ontario Av.	2U	13,000	3,064	0.24	A	D	Collector
17	Paseo Grande	Ontario Av. to Green River Rd.	2U	13,000	4,094	0.31	A	D	Collector
18	Frontage Rd.	Serfas Club Dr. to Driveway 3	2D	13,000	5,745	0.44	A	D	Collector
19	Frontage Rd.	Driveway 3 to Paseo Grande	2U	13,000	5,745	0.44	A	D	Collector
20	6th St.	Maple St. to Paseo Grande	5D	42,625	25,912	0.61	B	D	Major Arterial
21	6th St.	Paseo Grande to Avenida Del Vista	5D	42,625	22,768	0.53	A	D	Major Arterial
22	Via Santiago	Frontage Rd. to Paseo Grande	2U	13,000	2,206	0.17	A	D	Collector
23	Via Santiago	Paseo Grande to Via Bernardo	2U	13,000	2,707	0.21	A	D	Collector
24	Via Santiago	Via Bernardo to Avenida Del Vista	2U	13,000	3,196	0.25	A	D	Collector
25	Ontario Av.	Paseo Grande to Avenida Del Vista	2D	13,000	3,355	0.26	A	D	Collector
26	Ontario Av.	Avenida Del Vista to Border Av.	2U	13,000	4,464	0.34	A	D	Collector
27	Avenida Del Vista	6th St. to Via Santiago	2D	13,000	7,449	0.57	A	D	Collector
28	Avenida Del Vista	Via Santiago to Via Del Rio	2U	13,000	4,160	0.32	A	D	Collector
29	Avenida Del Vista	Via Del Rio to Ontario Av.	2U	13,000	4,081	0.31	A	D	Collector

[1] U = Undivided; D = Divided

[2] These maximum roadway capacities have been obtained from the County of Riverside's Traffic Study Guidelines (December 2020).
Where applicable, LOS capacities have been interpolated for classifications not provided in the County's Guidelines.
Roadway capacity is not provided for local roadways. As such, the roadway capacity for collector roadways is used.

[3] ADT = Average Daily Traffic

[4] V/C = Volume to Capacity Ratio

[5] LOS = Level of Service

[6] LOS D based on the County's and City's respective General Plans.

3.10 QUEUING ANALYSIS

3.10.1 ROADWAYS

A queuing analysis was performed for Serfas Club Drive from the SR-91 ramps to Palisades Drive and for Paseo Grande from Via Del Rio to Pine Crest Drive to assess vehicle queues along the roadways. Queuing analysis findings are presented in Table 3-3 and Table 3-4. It is important to note that the available stacking distances are consistent with the measured distance between intersections. Field observations of peak hour queues are consistent with the analysis findings, indicating there may be periodic queuing during the peak periods in close proximity to the SR-91 Freeway. Serfas Club Drive experiences a high volume of cut-through traffic of vehicles coming to and from Green River Road via Palisades Drive in order to bypass congestion along the SR-91 Freeway. Paseo Grande experiences queues during the AM peak hour due to the morning drop-off period for the local schools in the area. Based on field observations, these queues dissipated quickly once the morning drop-off period concluded. Existing (2023) Conditions queuing analysis worksheets for Serfas Club Drive and Paseo Grande are provided in Appendix 3.4.

As shown in Table 3-3 and Table 3-4, the following intersection turning movements are anticipated to experience periodic queuing issues during one or both peak hours based on the 95th percentile peak hour traffic flows:

- Auto Center Drive & SR-91 Westbound Ramps (#6), SBT – AM peak our only
- Serfas Club Drive & Frontage Road (#8), NBT/R – AM and PM peak hours
- Serfas Club Drive & Palisades Drive (#12) – PM peak hour only
- Paseo Grande & Pine Crest Drive (#24), NBL/T – AM peak hour only

3.10.2 FREEWAY OFF-RAMPS

A queuing analysis was performed for the eastbound and westbound off-ramps at the SR-91 Freeway at Auto Center Drive/Serfas Club Drive and Maple Street/6th Street interchanges 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 SR-91 Freeway mainline. Queuing analysis findings are presented in Table 3-5 for Existing traffic conditions. Off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-5, there are currently no off-ramp queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows for Existing traffic conditions. Worksheets for Existing (2023) conditions off-ramp queuing analysis are provided in Appendix 3.4.

TABLE 3-3: SERFAS CLUB DRIVE PEAK HOUR QUEUING SUMMARY FOR EXISTING (2023) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	358	135	Yes	Yes
	NBT	365	158	17	Yes	Yes
	SBT	200	**218**	173	**No**	Yes
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	122	65	Yes	Yes
	SBL	365	22	92	Yes	Yes
	SBT	365	38	97	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	48	38	Yes	Yes
	NBT/R	110	**233**	**140**	**No**	**No**
	SBL	150	24	71	Yes	Yes
	SBT/R	400	82	218	Yes	Yes
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	155	78	Yes	Yes
	NBR	145	16	10	Yes	Yes
	SBL	110	37	37	Yes	Yes
	SBT	110	54	58	Yes	Yes
	WBL	95	84	15	Yes	Yes
	WBR	245	38	14	Yes	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	12	31	Yes	Yes
	NBT/R	385	175	105	Yes	Yes
	SBL	50	23	49	Yes	Yes
	SBT/R	750	358	557	Yes	Yes
12 Serfas Club Dr. & Palisades Dr.	NBL	100	34	16	Yes	Yes
	NBT/R	345	91	38	Yes	Yes
	SBT	385	98	**409**	Yes	**No**
	SBR	100	46	10	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 3-4: PASEO GRANDE PEAK HOUR QUEUING SUMMARY FOR EXISTING (2023) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet) AM Peak Hour	95th Percentile Queue (Feet) PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM
21 Paseo Grande & Via Del Rio	NBL/T/R	560	185	15	Yes	Yes
	SBL/T/R	1,350	65	98	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	0	0	Yes	Yes
	SBT/R	560	5	3	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection			
	SBL/T/R	230				
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	**425**	10	**No**	Yes
	SBT/R	330	163	13	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 3-5: FREEWAY OFF-RAMP PEAK HOUR QUEUING SUMMARY FOR EXISTING (2023) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet) AM Peak Hour	95th Percentile Queue (Feet) PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM
6 Auto Center Dr. & SR-91 WB Off-Ramp	WBL	2,550	81 [2]	224 [2]	Yes	Yes
	WBL/T	2,550	92 [2]	224 [2]	Yes	Yes
	WBR	350	3	29	Yes	Yes
7 Serfas Club Dr. & SR-91 EB Off-Ramp	EBL	1,090	112	120	Yes	Yes
	EBL/T/R	1,090	114	118	Yes	Yes
	EBR	590	44	164	Yes	Yes
16 Maple St. & SR-91 WB Off-Ramp	WBL	360	21	68	Yes	Yes
	WBL/T	970	21	69	Yes	Yes
	WBR	360	0	15	Yes	Yes
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	EBL	415	132	141	Yes	Yes
	EBT	2,960	33	234	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

3.11 PROJECT DEFICIENCIES AND IMPROVEMENTS

This section provides a summary of Project deficiencies and improvements based on the County of Riverside deficiency criteria discussed in Section 2.7 *Deficiency Criteria*.

3.11.1 INTERSECTIONS

Intersection improvements necessary to improve existing traffic deficiencies are shown in Table 3-6. Table 3-6 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under Existing (2023) traffic conditions. The improvements have been identified to bring the Existing (2023) deficiencies back to acceptable levels. Intersection analysis worksheets for Existing (2023) traffic conditions, with improvements, are provided in Appendix 3.5.

For those intersections currently operating at a deficient LOS, improvements have not been identified if the improvements are considered infeasible. Additional capacity enhancements to existing intersections along Green River Road and Serfas Clube Drive are unlikely to resolve the regional congestion observed during the morning peak commute hours as the queues are due to the inability of vehicles to get onto the SR-91 Freeway Westbound during the morning peak hour. These queuing issues currently occur approximately between 6:30 AM and 8:30 AM and intersections along the Green River Road and Serfas Club corridors operate at acceptable LOS during other times of the day.

TABLE 3-6: INTERSECTION ANALYSIS FOR EXISTING (2023) CONDITIONS WITH IMPROVEMENTS

		Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
21 Paseo Grande & Via Del Rio																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**42.5**	12.2	**E**	B
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	1	0	12.9	6.4	B	A
With Improvements (Alternative):	**RA**	0	1	0	0	1	0	0	1	0	0	1	0	8.9	5.5	A	A
24 Paseo Grande & Pine Crest Dr.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	0	0	**41.0**	7.8	**E**	A
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	0	0	9.4	5.5	A	A
25 Paseo Grande & Ontario Av.																	
Without Improvements:	AWS	0	1	1	0	1	0	0	1	0	1	1	1	**40.6**	9.0	**E**	A
With Improvements:	**TS**[4]	0	1	1	0	1	0	0	1	0	1	1	1	12.9	6.0	B	A
With Improvements (Alternative):	**RA**	0	1	1	0	1	0	0	1	0	1	1	**0**	6.6	3.5	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

[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] AWS = All-way Stop; RA = Roundabout; TS = Traffic Signal; **TS** = Improvement

[4] The installation of a traffic signal is required to bring this intersection to acceptable LOS during the AM peak hour. However, because of the location of the intersection in a residential area, Riverside County staff is unlikely to support the installation of a traffic signal which would only be beneficial during the school drop-off period.

3.11.2 ROADWAY SEGMENTS

As shown previously in Table 3-2, all study area roadway segments are currently operating at an acceptable LOS under Existing (2023) traffic conditions based on the County of Riverside and City of Corona Roadway Segment Capacity Thresholds. As such, no roadway widening has been identified.

3.11.3 ROADWAY AND OFF-RAMP QUEUES

As shown in Tables 3-3 and 3-4, there are anticipated queuing issues for some movements along Serfas Club Drive and Paseo Grande. As discussed in Section 3.10 *Queuing Analysis*, the queuing issues along Serfas Club Drive and Paseo Grande are likely attributable to the congestion on the SR-91 Freeway westbound, due to vehicles attempting to merge onto the congested freeway during the AM peak hour. Since the queuing issues are due to freeway congestion, no roadway widening has been identified along Serfas Club Drive or Paseo Grande. Additionally, due to the existing residential along both Serfas Club Drive and Paseo Grande, there is not sufficient right-of-way to widen the existing roadways. Such roadway widening would likely not alleviate the queuing issues caused by the SR-91 Freeway itself. There are currently no queuing issues at the study area off-ramps. As such, no improvements have been identified to the off-ramps.

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. Exhibit 1-1 illustrates the preliminary site plan for the proposed Project. As indicated on Exhibit 1-1, the Project is proposed to include the development of a 10,000 square foot (sf) neighborhood shopping center, 193 detached age restricted (60+) homes, and 116 attached age restricted (60+) units, for a total of 309 age restricted (60+) homes. It should be noted, since the time this traffic study has been prepared, the site plan has been updated to remove the commercial use within Planning Area 2. In an effort to provide flexibility for minor changes to the site plan during final preparation, this traffic study evaluates the more conservative use, which includes the commercial retail square footage, in an effort to provide a conservative analysis.

The Project is anticipated to be developed in a single phase with an Opening Year of 2027. Regional access to the Project is provided by the SR-91 Freeway via Serfas Club Drive and Maple Street. Access to the Project site will be provided via the following driveways (see Exhibit 1-1):

- Frontage Rd. via Driveway 1 – full access
- Pine Crest Dr. via Driveway 2 – full access
- Frontage Rd. via Driveway 3 – right-in/right-out only
- Paseo Grande via Driveway 4/Driveway 5 – full access

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. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) were used to estimate the Project's trip generation for the following land use codes, as shown in Table 4-1: (2)

- Senior Adult Housing – Detached (ITE Land Use Code 251)
- Senior Adult Housing – Attached (ITE Land Use Code 252)
- Strip Retail Plaza (ITE Land Use Code 822).

As the Project is proposed to include shopping center and restaurant uses, pass-by percentages have been obtained from the ITE Trip Generation Manual (11th Edition, 2021). (2) Pass-by trips account for trips that are currently on the existing roadway network that would stop by uses within the proposed Project on their way to their ultimate destination. Pass-by trip reductions will be accounted for off-site intersections but will be added back to applicable commercial serving driveways to ensure access analysis accounts for all trips.

As shown in Table 4-1, the Project is anticipated to generate a net total of 1,536 two-way trips per day with 93 AM peak hour trips and 130 PM peak hour trips. These trips will not occur at the same time or along the same roadway but would be dispersed on various roadways throughout the day (i.e., Serfas Club Drive, Pine Crest Drive, and Paseo Grande).

TABLE 4-1: TRIP GENERATION SUMMARY

Land Use[1]	ITE LU Code	Units[2]	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
Trip Generation Rates:									
Senior Adult Housing - Detached	251	DU	0.08	0.16	0.24	0.18	0.12	0.30	4.31
Senior Adult Housing - Attached	252	DU	0.07	0.13	0.20	0.14	0.11	0.25	3.24
Strip Retail Plaza	822	TSF	1.42	0.94	2.36	3.30	3.29	6.59	54.45

Land Use	Quantity	Units[2]	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
Project Trip Generation:									
Planning Area 1:									
Senior Adult Housing - Attached	66	DU	4	9	13	9	7	17	214
Planning Area 2:									
Neighborhood Shopping Center	10.000	TSF	14	9	23	33	33	66	546
Pass-by Reduction:[4]			0	0	0	-13	-13	-26	-220
Planning Area 2 Total:			14	9	23	20	20	40	326
Planning Area 3:									
Senior Adult Housing - Detached	115	DU	10	19	29	22	14	36	496
Senior Adult Housing - Attached	50	DU	3	7	10	7	6	13	162
Planning Area 3 Total:			13	26	39	29	20	49	658
Planning Area 4:									
Senior Adult Housing - Detached	47	DU	4	7	11	9	5	14	204
Planning Area 5:									
Senior Adult Housing - Detached	31	DU	2	5	7	6	4	10	134
Total	**309**	**DU**	**37**	**56**	**93**	**73**	**56**	**130**	**1,536**

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

[2] DU = Dwelling Unit; TSF = Thousand Square Feet

[3] Internal capture based on the NCHRP 684 Internal Capture Estimation Tool (ITE recommended methodology).

[4] Pass-by trip reduction source: ITE Trip Generation Manual, 2021.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution 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. Exhibit 4-1 shows the Project residential trip distribution patterns while Exhibit 4-2 shows the Project retail trip distribution patterns.

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.

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, the Project only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-3.

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for 2027 conditions. The total ambient growth is 8.24% for 2027 traffic conditions (compounded growth of 2 percent per year over 4 years or $1.02^{4\ years}$). 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.

The currently adopted Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth forecasts for the County of Riverside identifies projected growth in population of 370,500 in 2016 to 525,600 in 2045, or a 41.9 percent increase over the 29-year period. (8) The change in population equates to roughly a 1.21 percent growth rate, compounded annually. Similarly, growth over the same 29-year period in households is projected to increase by 59.2 percent, or 1.62 percent annual growth rate. Finally, growth in employment over the same 29-year period is projected to increase by 83.4 percent, or a 2.11 percent annual growth rate. This results in an average of 1.65 percent annual growth rate. As such, the 2.0 percent per year ambient growth rate utilized in this TA would appear to conservatively estimate annual traffic growth and overstate as opposed to understating future traffic forecasts.

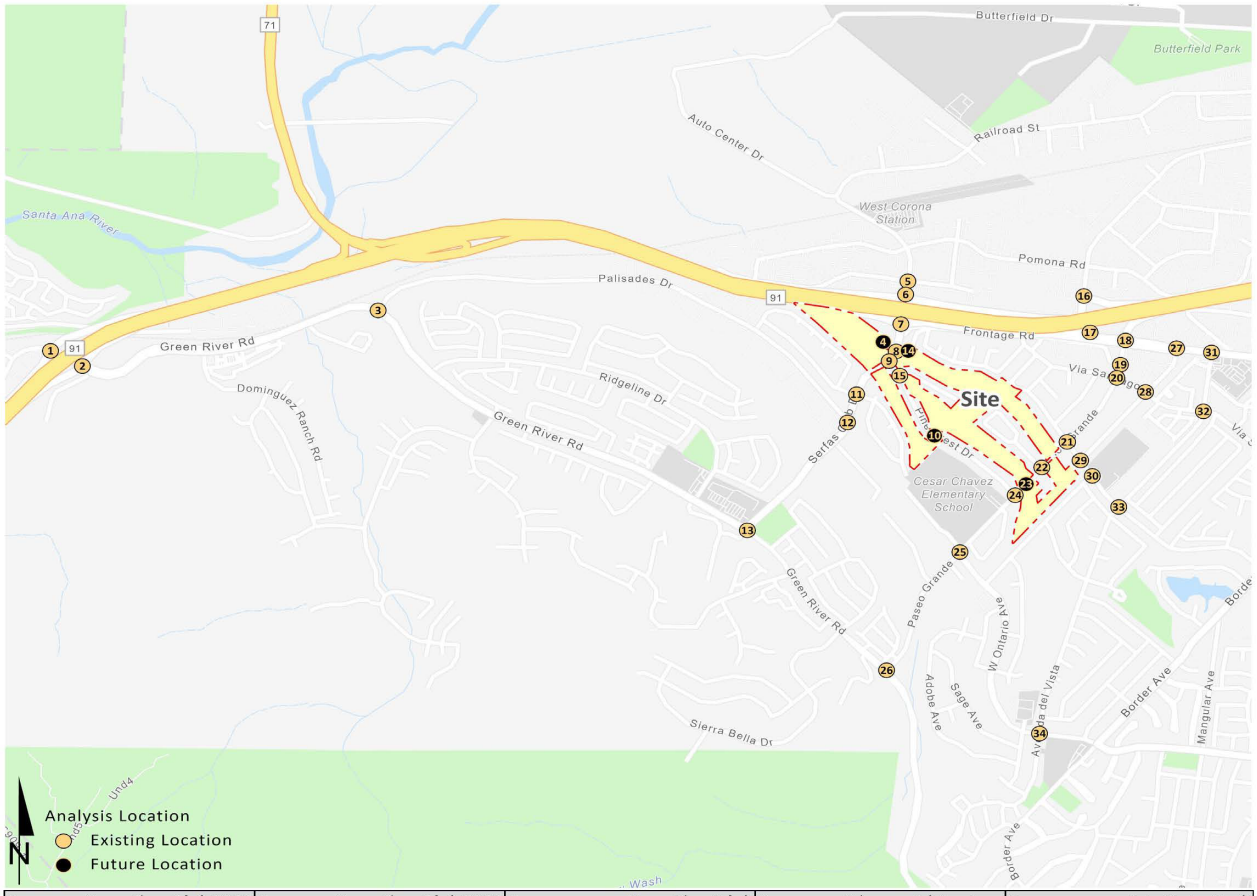
EXHIBIT 4-1: PROJECT (RESIDENTIAL) TRIP DISTRIBUTION



EXHIBIT 4-2: PROJECT (RETAIL) TRIP DISTRIBUTION



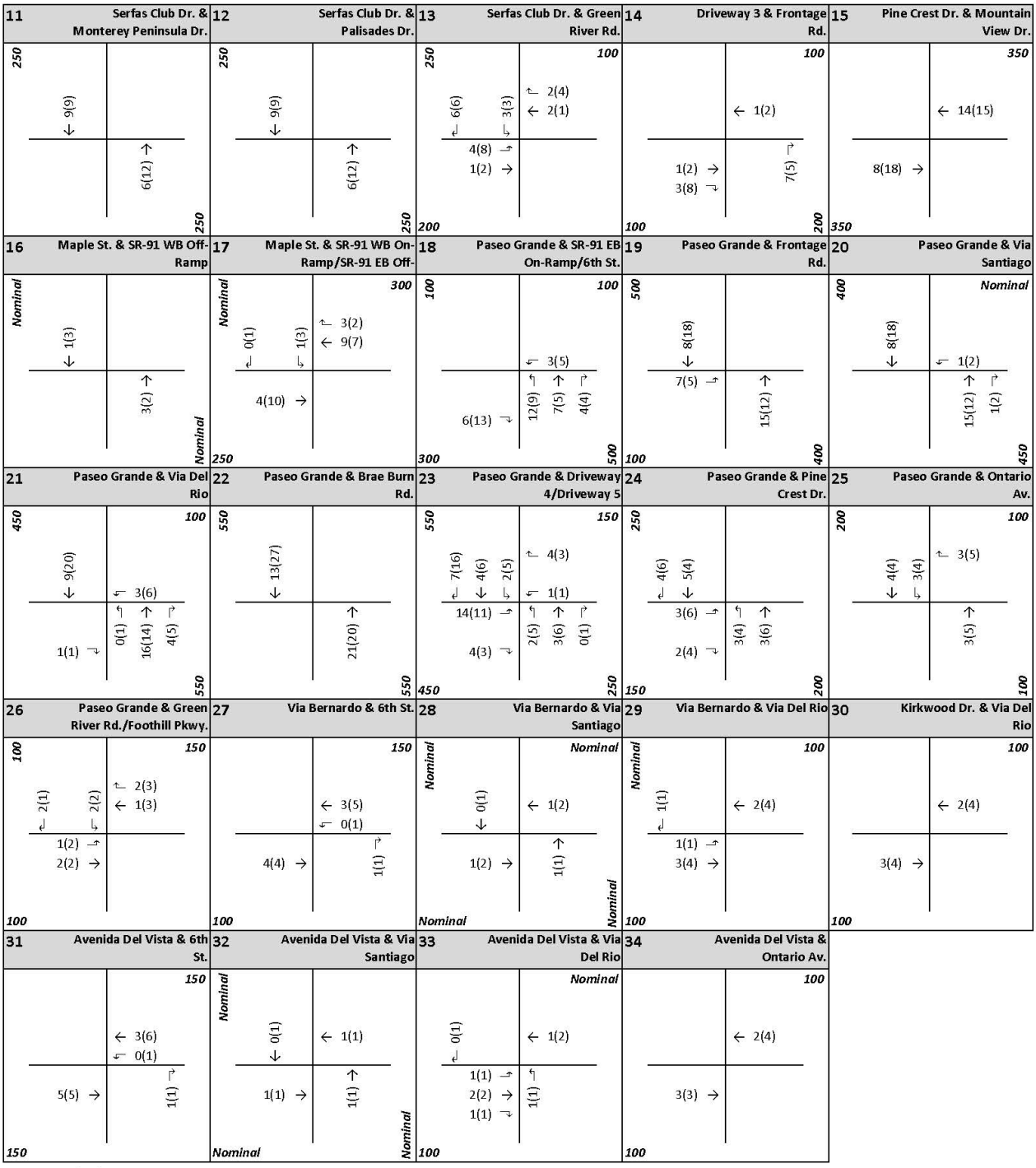
EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES



1 Green River Rd. & SR-91 WB Ramps	2 Green River Rd. & SR-91 EB Ramps	3 Green River Rd. & Palisades Dr.	4 Driveway 1 & Frontage Rd.	5 Auto Center Dr. & Wardlow Rd.
100 / 100: 6(5)	100 / 150: 3(7), 6(5)	150 / 150: 3(7), 6(5)	200 / 200: 18(43), 18(40)	Nominal / Nominal: 2(3), 2(2)

6 Auto Center Dr. & SR-91 WB Ramps	7 Serfas Club Dr. & SR-91 EB Ramps	8 Serfas Club Dr. & Frontage Rd.	9 Serfas Club Dr. & Pine Crest Dr.	10 Driveway 2 & Pine Crest Dr.
Nominal / 150: 2(3), 6(13), 4(4), 2(2) / Nominal / 250	250 / Nominal: 8(16), 3(5), 6(7), 4(4) / Nominal / 350	350 / 100: 5(16), 2(-2), 3(8), 1(2), 6(14), 1(2), 11(24), 12(25), 4(-3) / 750 / 450	450 / 350: 6(7), 7(15), 11(13), 3(2), 5(9), 1(3) / 250	200: 7(9), 0(1), 4(9), 3(8), 7(5), 7(5), 1(1) / 350 / 200

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



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

Average Daily Trips

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 County of Riverside and the City of Corona. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections.

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e., 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate EAPC forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project). For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown on Exhibit 4-4, listed in Table 4-2, and have been considered for inclusion. Any additional traffic generated by other projects not on the cumulative projects list is likely accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed in Section 4.5 *Background Traffic*. Cumulative Only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-5.

4.7 NEAR-TERM TRAFFIC CONDITIONS

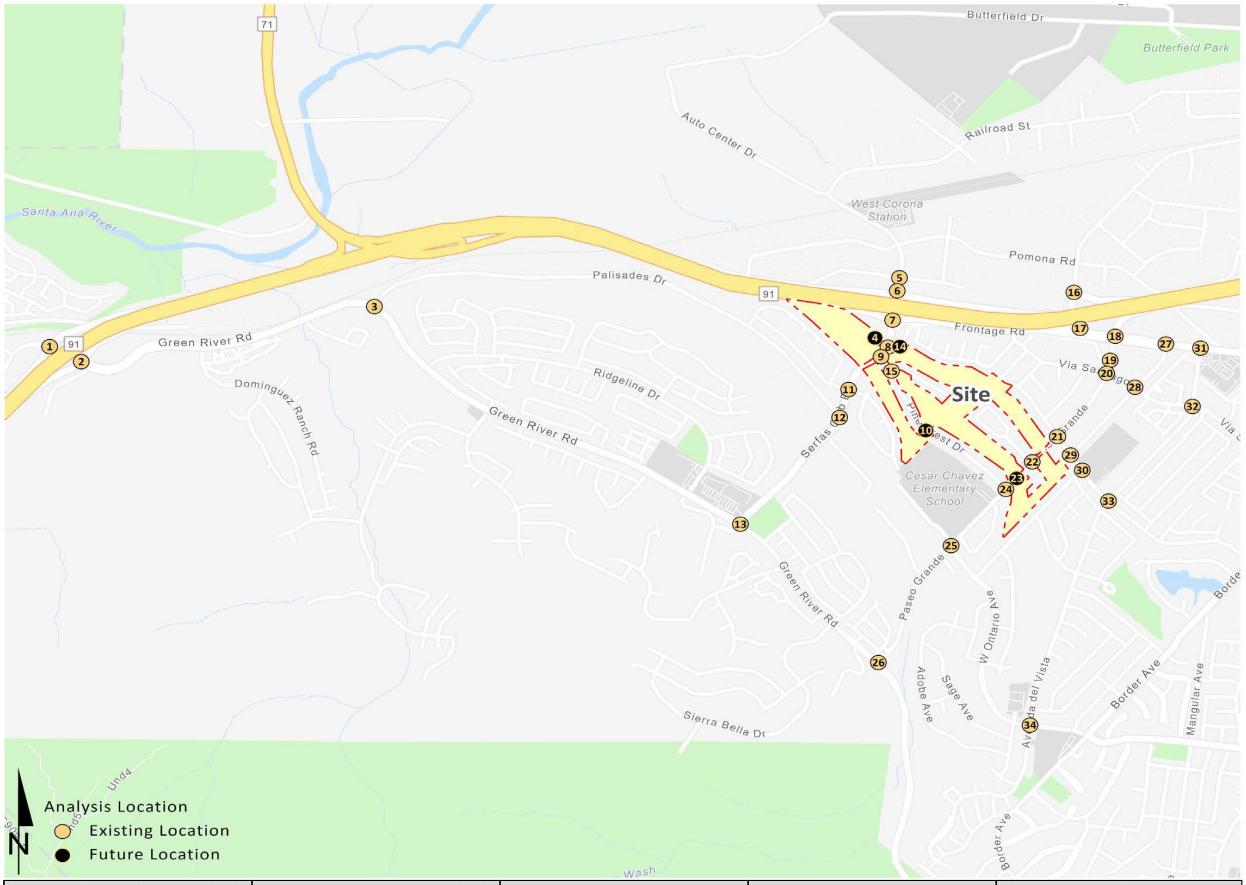
The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2027) and EAPC (2027) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the year 2027 from the year 2023. Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2027 roadway network is similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project. The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Existing Plus Ambient Growth Plus Project (2027)
    - Existing 2023 counts
    - Ambient growth traffic (8.24%)
    - Project traffic
- Existing Plus Ambient Growth Plus Project Plus Cumulative (2027)
    - Existing 2023 counts
    - Ambient growth traffic (8.24%)
    - Cumulative Development traffic
    - Project traffic

EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP



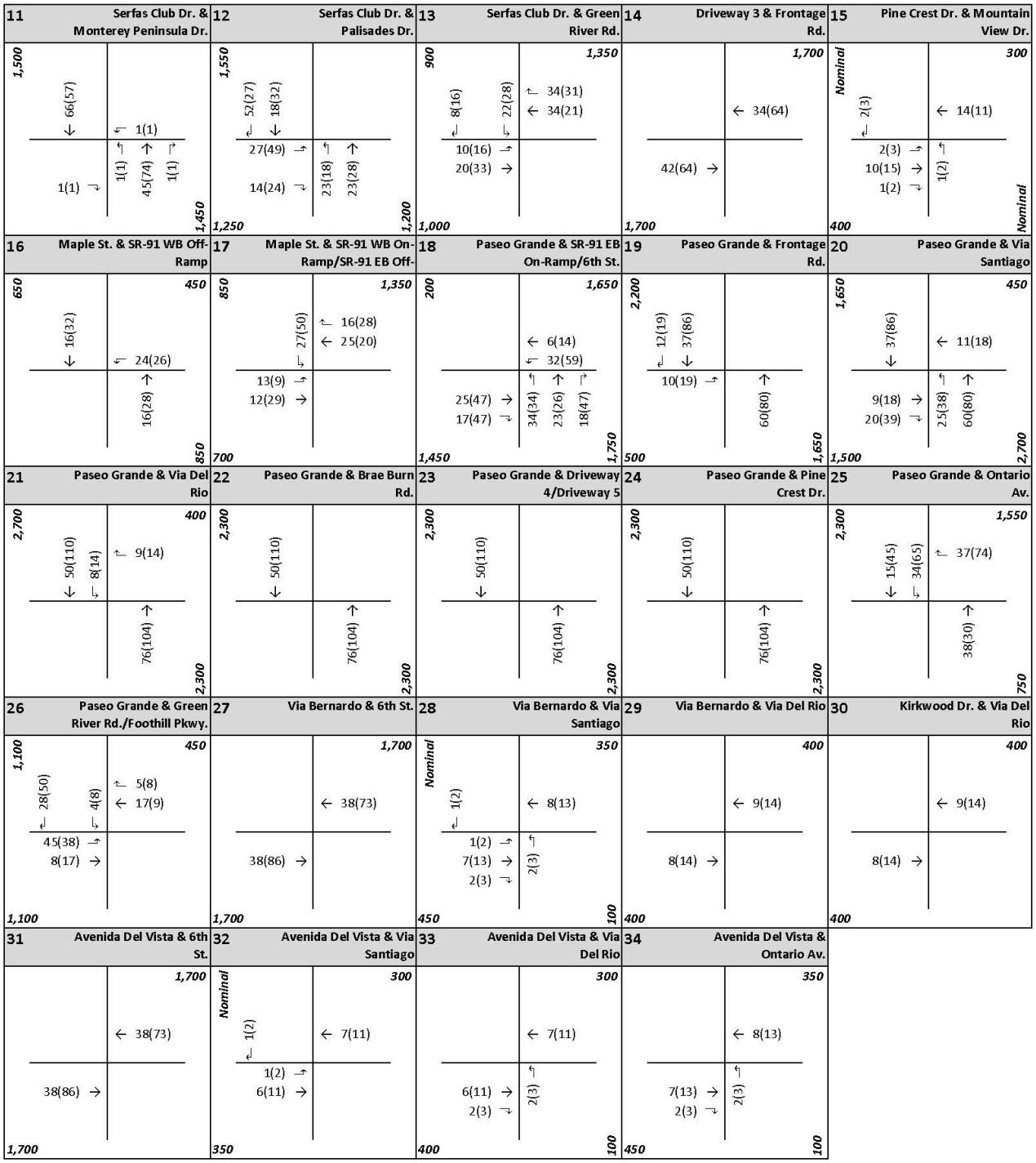
EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES



1 Green River Rd. & SR-91 WB Ramps	2 Green River Rd. & SR-91 EB Ramps	3 Green River Rd. & Palisades Dr.	4 Driveway 1 & Frontage Rd.	5 Auto Center Dr. & Wardlow Rd.
400 / 1,800	3,550 / 1,550	4,500 / 1,350		750
← 29(12)	← 215(125)	↰ 0(36)		← 37(30)
↰ 186(113)		← 94(180)		
↰ 103(179) ↗ 12(27)	179(106) ↲	↲ 55(62)		→ 25(40)
	→ ↱ 115(206) 111(184)	↱ 76(47)		
		← 27(14)		
		→ 193(96)		
1,500 / 3,250	1,600 / 6,200	2,800		750

6 Auto Center Dr. & SR-91 WB Ramps	7 Serfas Club Dr. & SR-91 EB Ramps	8 Serfas Club Dr. & Frontage Rd.	9 Serfas Club Dr. & Pine Crest Dr.	10 Driveway 2 & Pine Crest Dr.
750 / 200	1,150 / 200	1,550 / 1,700	1,350 / 350	100
← 37(30)	← 51(42)	↱ 18(35)	↰ 52(47) ↲ 3(5)	← 13(9)
↰ 14(12)		← 39(23) ↲ 23(35)	↱ 3(5)	
↰ 8(16) ↗ 25(40)	10(16) ↲	↰ 15(29)	↰ 32(10)	5(7) →
	→ ↱ 33(54) 7(17)	→ ↱ 22(38) 19(29)	→ ↱ 38(63) 9(13)	
200 / 1,100	200 / 1,500	1,350	1,500	100

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



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

Average Daily Trips

TABLE 4-2: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

TAZ	Project Name	Land Use	Quantity	Units[1]
City of Corona				
C1	148 Mult-Family Units	Multi-Family Housing	148	DU
C2	45 Townhomes	Residential Condo/Townhouse	45	DU
C3	86 Affordable Units	Single Family Detached	86	DU
C4	Corona Regional Medical Expansion	Hospital	212.000	TSF
C5	4 Industrial Buildings	General Light Industrial	95.500	TSF
C6	Sierra Bella	Single Family Detached	237	DU
C7	Skyline Heights	Single Family Detached	297	DU
C8	3 Industrial Buildings	General Light Industrial	731.000	TSF
C9	4 Industrial Buildings	General Light Industrial	47.643	TSF
C10	Taco Bell with Drive Thru	Fast Food with Drive Thru	2.080	TSF
C11	Peppermint Ridge Expansion	Assisted Living	3.840	TSF
C12	Drive-Thru Restaurant	Fast Food with Drive Thru	2.400	TSF
C13	Green River Specific Plan	Industrial Park	634.381	TSF
		High-Cube Cold Storage Warehouse	111.950	TSF
		Super Convenience Market with Gas Station	12	VFP
		Fast-Food Restaurant with Drive-Through Window	2.500	TSF
		Hotel	150	RM
		Single Family Detached Residential	32	DU
C14	Skyline Village	Multi-Family Housing	78	DU
		Shopping Center	27.334	TSF
C15	TTM No. 33135	Single Family Detached Residential	62	DU
C16	TTM No. 36608	Single Family Detached Residential	23	DU
C17	DPR2020-0014	Gas Station with Convenience Market	2.959	TSF
C18	PP2018-0005	Health/Fitness Center	37.000	TSF
County of Riverside				
RC1	Prado Raceway	Racetrack	163.0	AC
RC2	TPM 38715	Shopping Center & Fast-Food With Drive Thru	51.675	TSF

1 DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Position; AC = Acres; RM = Rooms

4.8 HORIZON YEAR (2040) AND GPBO CONDITIONS

"Buildout" traffic projections for Horizon Year conditions are based on traffic model forecasts and were derived from the RIVTAM using accepted procedures for model forecast refinement and smoothing for study area intersections located within the County of Riverside. The Horizon Year traffic conditions analyses was utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the TUMF, can accommodate the long-range traffic at the target LOS identified in the County of Riverside General Plan.

The traffic forecasts reflect the area-wide growth anticipated between Existing (2023) conditions and Horizon Year (2040) traffic conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in 2023. The RIVTAM has a base (validation) year of 2012 and a horizon (future forecast) year of 2040.

The refined future peak hour approach and departure volumes obtained from the model output data are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 765), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The future Horizon Year (2040) Without Project peak hour turning movements were then reviewed by Urban Crossroads, Inc. for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks (volume balancing) ensure that traffic flow between two closely spaced intersections, such as two adjacent driveway locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes which are suitable for traffic operations analysis. Post-processing worksheets for Horizon Year Without Project traffic conditions are provided in Appendix 4.1.

The City's General Plan Buildout volumes were developed by applying a 2% per year growth (10.24%) over the Horizon Year (2040) volumes. A 2% per year growth rate has been utilized as it provides a more conservative analysis for the year 2045 and the growth rate is consistent with the standard growth rates utilized for the County of Riverside.

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5 EAP (2027) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAP (2027) conditions and the resulting intersection operations, traffic signal warrant, roadway segment capacity, and freeway off-ramp queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2027) 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 conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

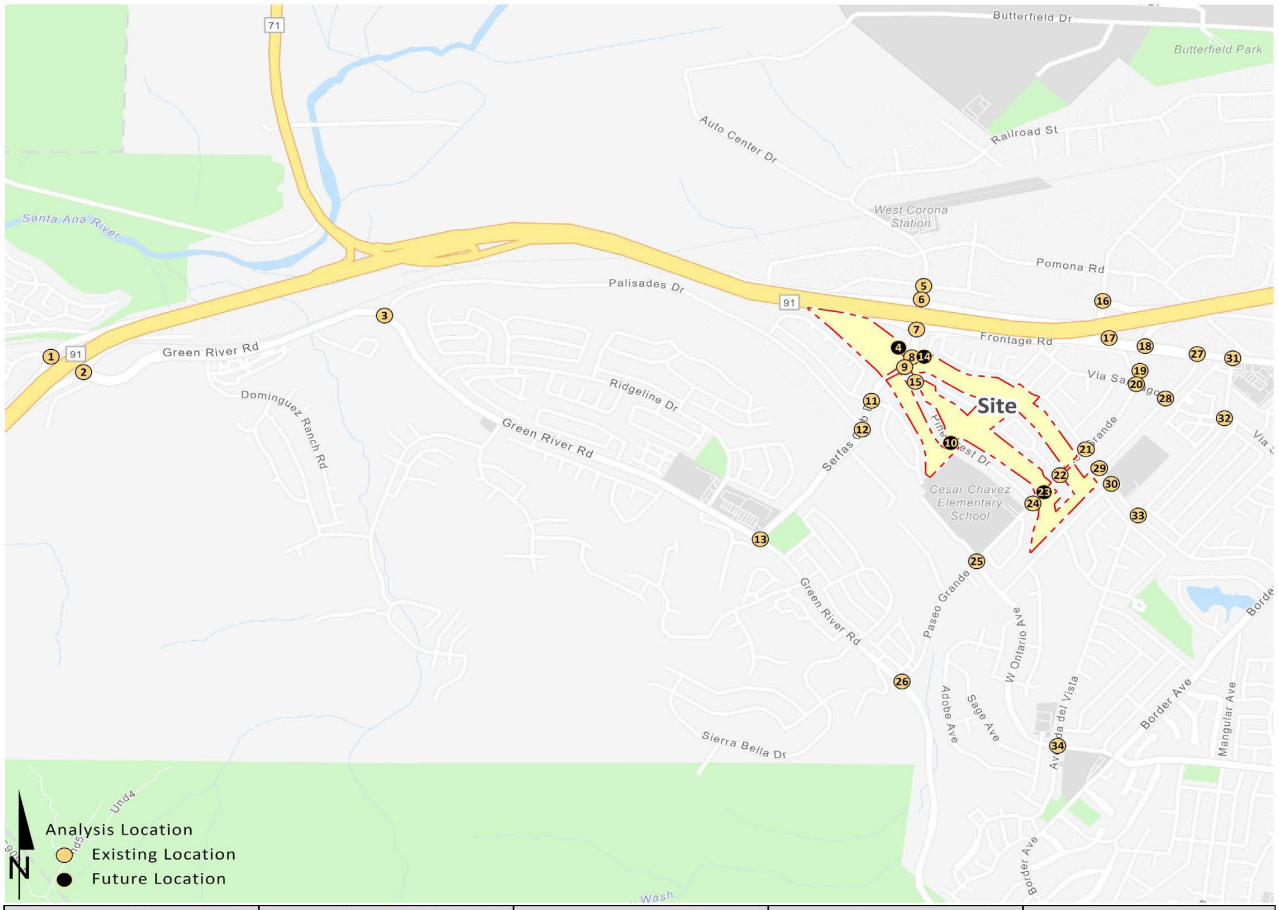
5.2 EAP (2027) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2023) traffic volumes plus an ambient growth factor of 8.24% and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAP (2027) traffic conditions are shown on Exhibit 5-1.

5.3 INTERSECTION OPERATIONS ANALYSIS

EAP (2027) 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 (2027) traffic conditions, which indicate 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 (2023) Conditions. The intersection operations analysis worksheets for EAP (2027) traffic conditions are included in Appendix 5.1 of this TA.

EXHIBIT 5-1: EAP (2027) TRAFFIC VOLUMES

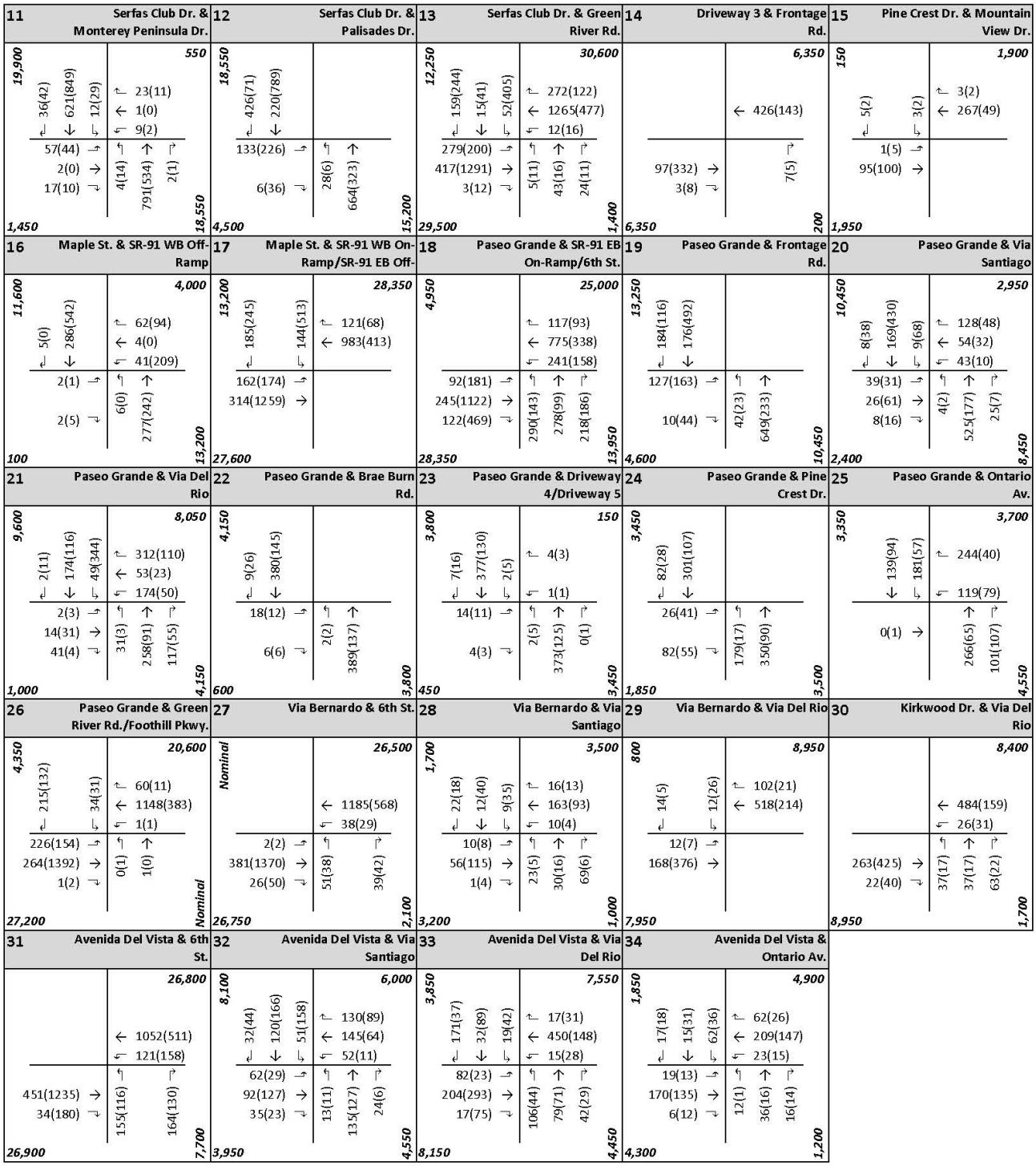


1 Green River Rd. & SR-91 WB Ramps	2 Green River Rd. & SR-91 EB Ramps	3 Green River Rd. & Palisades Dr.	4 Driveway 1 & Frontage Rd.	5 Auto Center Dr. & Wardlow Rd.
14,250 / 6,200	14,750 / 3,050	27,050 / 3,650	3,100	14,650 / 2,250
↲ 277(136) ← 240(280) ↰ 116(199) ← 3(21) ↰ 21(249)	← 70(359) ↳ 191(170)	← 217(1662) ↳ 83(160) ↱ 288(68) ↰ 5(15)	← 58(47) ↰ 18(43)	↲ 22(30) ← 606(626) ↳ 11(10) ↱ 1(12) ← 11(2) ↰ 65(100)
↰ ↑ 1652(329) 198(259)	86(175) ↳ 1(3) → 196(1530) ↲ ↑ ↱ 1765(412) 108(58)	↑ ↱ 1528(439) 35(18)	133(173) → ↱ 18(40)	4(22) ↳ 1(9) → 8(102) ↲ ↰ ↑ ↱ 41(111) 351(409) 62(37)
6,400 / 14,750	22,500 / 27,650	28,150	2,900 / 200	3,650 / 18,250

6 Auto Center Dr. & SR-91 WB Ramps	7 Serfas Club Dr. & SR-91 EB Ramps	8 Serfas Club Dr. & Frontage Rd.	9 Serfas Club Dr. & Pine Crest Dr.	10 Driveway 2 & Pine Crest Dr.
18,250 / 4,850	18,000 / 5,800	21,100 / 6,350	20,650 / 2,100	1,750
↲ 481(396) ← 198(432) ↰ 37(69) ← 57(0) ↰ 68(302)	← 230(569) ↳ 36(165)	↲ 6(19) ← 322(822) ↳ 44(192) ↱ 191(37) ← 16(15) ↰ 220(91)	← 539(903) ↳ 45(78) ↱ 143(34) ↰ 130(17)	← 264(45) ↰ 0(1)
↰ ↑ 532(145) 417(488)	265(325) ↳ 1(13) → 144(463) ↲ ↑ ↱ 684(309) 469(264)	100(111) ↳ 10(33) → 41(68) ↲ ↰ ↑ ↱ 54(55) 862(425) 47(115)	↑ ↱ 820(561) 51(28)	94(93) → 3(8) ↲ ↰ ↑ ↱ 7(5) 7(5) 1(1)
7,150 / 18,000	10,550 / 21,100	3,650 / 20,650	19,900	1,900 / 200

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

Average Daily Trips



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

Average Daily Trips

TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2027) CONDITIONS

#	Intersection	Traffic Control[2]	Existing (2023) Delay[1] (secs.) AM[3]	AM	PM	Existing (2023) Level of Service AM[3]	AM	PM	EAP (2027) Delay[1] (secs.) AM[3]	AM	PM	EAP (2027) Level of Service AM[3]	AM	PM
1	Green River Rd. & SR-91 WB Ramps	TS	--[4]	25.1	30.6	**F**	C	C	--[4]	25.3	30.7	**F**	C	C
2	Green River Rd. & SR-91 EB Ramps	TS	--[4]	21.5	33.3	**F**	C	C	--[4]	23.3	34.2	**F**	C	C
3	Green River Rd. & Palisades Dr.	TS	N/A	10.5	5.7	N/A	B	A	N/A	11.3	6.0	N/A	B	A
4	Driveway 1 & Frontage Rd.	**CSS**	Future Intersection						N/A	9.1	9.4	N/A	A	A
5	Auto Center Dr. & Wardlow Rd.	TS	--[4]	12.4	16.7	**F**	B	B	--[4]	12.7	17.6	**F**	B	B
6	Auto Center Dr. & SR-91 WB Ramps	TS	--[4]	21.2	14.2	**F**	C	B	--[4]	23.9	14.8	**F**	C	B
7	Serfas Club Dr. & SR-91 EB Ramps	TS	--[4]	11.7	16.5	**F**	B	B	--[4]	11.9	16.7	**F**	B	B
8	Serfas Club Dr. & Frontage Rd.	TS	--[4]	12.3	12.6	**F**	B	B	--[4]	13.4	13.4	**F**	B	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	N/A	7.4	4.7	N/A	A	A	N/A	7.9	5.3	N/A	A	A
10	Driveway 2 & Pine Crest Dr.	**CSS**	Future Intersection						N/A	10.7	9.3	N/A	B	A
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	N/A	9.3	8.0	N/A	A	A	N/A	9.5	8.4	N/A	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	N/A	8.2	10.7	N/A	A	A	N/A	8.4	11.0	N/A	A	B
13	Serfas Club Dr. & Green River Rd.	TS	N/A	24.5	18.7	N/A	C	C	N/A	29.1	20.7	N/A	C	C
14	Driveway 3 & Frontage Rd.	**CSS**	Future Intersection						N/A	8.8	10.3	N/A	A	B
15	Pine Crest Dr. & Mountain View Dr.	CSS	N/A	10.3	8.9	N/A	B	A	N/A	10.6	9.1	N/A	B	A
16	Maple St. & SR-91 WB Off-Ramp	TS	N/A	7.4	9.0	N/A	A	A	N/A	7.5	9.1	N/A	A	A
17	Maple St. & SR-91 wB On-Ramp/SR-91 EB Off-Ramp/6th St.	TS	N/A	17.5	17.9	N/A	B	B	N/A	17.6	18.7	N/A	B	B
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	N/A	38.2	37.5	N/A	D	D	N/A	38.3	39.5	N/A	D	D
19	Paseo Grande & Frontage Rd.	AWS	N/A	12.6	15.2	N/A	B	C	N/A	14.7	19.8	N/A	B	C
20	Paseo Grande & Via Santiago	AWS	N/A	19.5	13.6	N/A	C	B	N/A	29.7	17.3	N/A	D	C
21	Paseo Grande & Via Del Rio	AWS	N/A	**42.5**	12.2	N/A	**E**	B	N/A	**72.2**	14.7	N/A	**F**	B
22	Paseo Grande & Brae Burn Rd.	CSS	N/A	15.1	9.8	N/A	C	B	N/A	15.3	10.2	N/A	C	B
23	Paseo Grande & Driveway 4/Driveway 5	**CSS**	Future Intersection						N/A	16.7	10.4	N/A	C	B
24	Paseo Grande & Pine Crest Dr.	AWS	N/A	**41.0**	7.8	N/A	**E**	A	N/A	**65.8**	8.0	N/A	**F**	A
25	Paseo Grande & Ontario Av.	AWS	N/A	**40.6**	9.0	N/A	**E**	A	N/A	**59.9**	9.3	N/A	**F**	A
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	N/A	15.4	10.8	N/A	B	B	N/A	16.5	11.6	N/A	B	B
27	Via Bernardo & 6th St.	TS	N/A	9.5	9.8	N/A	A	A	N/A	9.5	9.9	N/A	A	A
28	Via Bernardo & Via Santiago	AWS	N/A	8.8	8.2	N/A	A	A	N/A	9.1	8.3	N/A	A	A
29	Via Bernardo & Via Del Rio	CSS	N/A	14.9	13.2	N/A	B	B	N/A	16.1	13.9	N/A	C	B
30	Kirkwood Dr. & Via Del Rio	CSS	N/A	12.3	12.5	N/A	B	B	N/A	13.0	13.0	N/A	B	B
31	Avenida Del Vista & 6th St.	TS	N/A	9.5	13.0	N/A	A	B	N/A	9.7	14.0	N/A	A	B
32	Avenida Del Vista & Via Santiago	AWS	N/A	13.0	10.9	N/A	B	B	N/A	14.5	11.5	N/A	B	B
33	Avenida Del Vista & Via Del Rio	TS	N/A	16.0	13.8	N/A	B	B	N/A	16.4	14.1	N/A	B	B
34	Avenida Del Vista & Ontario Av.	AWS	N/A	9.8	8.9	N/A	A	A	N/A	10.2	9.2	N/A	B	A

* **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

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

[3] Peak hour operations due to regional congestion as a result of capacity limitations to accommodate SR-91 Freeway westbound traffic. Other AM and PM peak hour results are based on peak hour operations analysis using the actual count data collected and applicable analysis software.

[4] The through movements along Serfas Club Drive, in the southbound direction, that occur during the morning peak commute hours is due to the regional congestion as traffic utilizes Serfas Club Drive to bypass the SR-91 Freeway.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAP (2027) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following study area intersection is anticipated to meet a peak hour volume-based traffic signal warrant under EAP (2027) traffic conditions (see Appendix 5.2), in addition to the location previously warranted under Existing conditions:

- Paseo Grande & Ontario Avenue (#25)

5.5 ROADWAY SEGMENT CAPACITY ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County' Guidelines. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand.

Table 5-2 provides a summary of the EAP (2027) conditions roadway segment capacity analysis. As shown in Table 5-2, all study area roadway segments are anticipated to continue to operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

5.6 QUEUING ANALYSIS

5.6.1 ROADWAYS

Queuing analysis findings are presented in Tables 5-3 and 5-4 for Serfas Club Drive and Paseo Grande. As shown in Tables 5-3 and 5-4, the following movement is anticipated to experience queuing issues under EAP (2027) traffic conditions, in addition to the movements previously identified under Existing (2023) traffic conditions:

- Auto Center Drive & SR-91 Westbound Ramps (#6), NBL – AM peak our only

Existing (2023) Conditions queuing analysis worksheets for Serfas Club Drive and Paseo Grande are provided in Appendix 5.3.

5.6.2 FREEWAY OFF-RAMPS

A queuing analysis was performed for the eastbound and westbound off-ramps at the SR-91 Freeway at Auto Center Drive/Serfas Club Drive and Maple Street/6th Street interchanges. Queuing analysis findings are presented in Table 5-5 for EAP (2027) traffic conditions. As shown in Table 5-5, there are no anticipated off-ramp queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows, consistent with Existing (2023) traffic conditions. Worksheets for EAP (2027) conditions off-ramp queuing analysis are provided in Appendix 5.3.

TABLE 5-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR EAP (2027) CONDITIONS

#	Roadway	Segment Limits	Roadway Section[1]	LOS Capacity[2]	Existing ADT[3]	V/C[4]	LOS[5]	EAP (2027) ADT[3]	V/C[4]	LOS[5]	Acceptable LOS[6]	General Plan Classification
1	Serfas Club Dr.	Wardlow Rd. to SR-91 WB Ramps	4D	34,100	16,839	0.49	A	18,291	0.54	A	D	Major Arterial
2	Serfas Club Dr.	SR-91 WB Ramps to SR-91 EB Ramps	4D	34,100	16,403	0.48	A	18,016	0.53	A	D	Major Arterial
3	Serfas Club Dr.	SR-91 EB Ramps to Frontage Rd.	4D	34,100	19,165	0.56	A	21,112	0.62	B	D	Major Arterial
4	Serfas Club Dr.	Frontage Rd. to Pine Crest Dr.	4D	34,100	18,664	0.55	A	20,655	0.61	B	D	Major Arterial
5	Serfas Club Dr.	Pine Crest Dr. to Monterey Peninsula Dr.	3D	25,575	16,891	0.66	B	18,535	0.72	C	D	Major Arterial
6	Serfas Club Dr.	Monterey Peninsula Dr. to Palisades Dr.	3D	25,575	18,138	0.71	C	19,885	0.78	C	D	Major Arterial
7	Serfas Club Dr.	Palisades Dr. to Green River Rd.	4D	34,100	16,923	0.50	A	18,570	0.54	A	D	Major Arterial
8	Pine Crest Dr.	Serfas Club Dr. to Mountain View Dr.	2U	13,000	1,606	0.12	A	2,082	0.16	A	D	Local
9	Pine Crest Dr.	Mountain View Dr. to Paseo Grande	2U	13,000	1,572	0.12	A	2,042	0.16	A	D	Local
10	Paseo Grande	6th St. to Frontage Rd.	5U	32,375	12,269	0.38	A	13,773	0.43	A	D	Secondary Arterial
11	Paseo Grande	Frontage Rd. to Via Santiago	2U	12,950	9,298	0.72	C	10,466	0.81	D	D	Secondary Arterial
12	Paseo Grande	Via Santiago to Via Del Rio	2U	12,950	8,458	0.65	B	9,589	0.74	C	D	Secondary Arterial
13	Paseo Grande	Via Del Rio to Brae Burn Rd.	2U	13,000	3,328	0.26	A	4,172	0.32	A	D	Collector
14	Paseo Grande	Brae Burn Rd. to Driveway 4/Driveway 5	2U	13,000	2,972	0.23	A	3,787	0.29	A	D	Collector
15	Paseo Grande	Driveway 4/Driveway 5 to Pine Crest Dr.	2U	13,000	2,972	0.23	A	3,449	0.27	A	D	Collector
16	Paseo Grande	Pine Crest Dr. to Ontario Av.	2U	13,000	3,064	0.24	A	3,525	0.27	A	D	Collector
17	Paseo Grande	Ontario Av. to Green River Rd.	2U	13,000	4,094	0.31	A	4,545	0.35	A	D	Collector
18	Frontage Rd.	Serfas Club Dr. to Driveway 3	2D	13,000	5,745	0.44	A	6,342	0.49	A	D	Collector
19	Frontage Rd.	Driveway 3 to Paseo Grande	2U	13,000	5,745	0.44	A	6,342	0.49	A	D	Collector
20	6th St.	Maple St. to Paseo Grande	5D	42,625	25,912	0.61	B	28,344	0.66	B	D	Major Arterial
21	6th St.	Paseo Grande to Avenida Del Vista	5D	42,625	22,768	0.53	A	24,757	0.58	A	D	Major Arterial
22	Via Santiago	Frontage Rd. to Paseo Grande	2U	13,000	2,206	0.17	A	2,388	0.18	A	D	Collector
23	Via Santiago	Paseo Grande to Via Bernardo	2U	13,000	2,707	0.21	A	2,962	0.23	A	D	Collector
24	Via Santiago	Via Bernardo to Avenida Del Vista	2U	13,000	3,196	0.25	A	3,485	0.27	A	D	Collector
25	Ontario Av.	Paseo Grande to Avenida Del Vista	2D	13,000	3,355	0.26	A	3,726	0.29	A	D	Collector
26	Ontario Av.	Avenida Del Vista to Border Av.	2U	13,000	4,464	0.34	A	4,918	0.38	A	D	Collector
27	Avenida Del Vista	6th St. to Via Santiago	2D	13,000	7,449	0.57	A	8,091	0.62	B	D	Collector
28	Avenida Del Vista	Via Santiago to Via Del Rio	2U	13,000	4,160	0.32	A	4,531	0.35	A	D	Collector
29	Avenida Del Vista	Via Del Rio to Ontario Av.	2U	13,000	4,081	0.31	A	4,435	0.34	A	D	Collector

[1] U = Undivided; D = Divided

[2] These maximum roadway capacities have been obtained from the County of Riverside's Traffic Study Guidelines (December 2020).
Where applicable, LOS capacities have been interpolated for classifications not provided in the County's Guidelines.
Roadway capacity is not provided for local roadways. As such, the roadway capacity for collector roadways is used.

[3] ADT = Average Daily Traffic

[4] V/C = Volume to Capacity Ratio

[5] LOS = Level of Service

[6] LOS D based on the County's and City's respective General Plans.

TABLE 5-3: SERFAS CLUB DRIVE PEAK HOUR QUEUING SUMMARY FOR EAP (2027) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	Existing (2023) 95th Percentile Queue (Feet) AM Peak Hour	Existing (2023) 95th Percentile Queue (Feet) PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM	EAP (2027) 95th Percentile Queue (Feet) AM Peak Hour	EAP (2027) 95th Percentile Queue (Feet) PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	358	135	Yes	Yes	**405** [2]	114	**No**	Yes
	NBT	365	158	17	Yes	Yes	5	26	Yes	Yes
	SBT	200	**218**	173	**No**	Yes	**240**	**253**	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	122	65	Yes	Yes	143	71	Yes	Yes
	SBL	365	22	92	Yes	Yes	20	126	Yes	Yes
	SBT	365	38	97	Yes	Yes	41	138	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	48	38	Yes	Yes	66	64	Yes	Yes
	NBT/R	110	**233**	**140**	**No**	**No**	**273**	**153**	**No**	**No**
	SBL	150	24	71	Yes	Yes	29	84	Yes	Yes
	SBT/R	400	82	218	Yes	Yes	97	254	Yes	Yes
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	155	78	Yes	Yes	183	91	Yes	Yes
	NBR	145	16	10	Yes	Yes	18	11	Yes	Yes
	SBL	110	37	37	Yes	Yes	47	47	Yes	Yes
	SBT	110	54	58	Yes	Yes	64	67	Yes	Yes
	WBL	95	84	15	Yes	Yes	100	18	Yes	Yes
	WBR	245	38	14	Yes	Yes	43	19	Yes	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	12	31	Yes	Yes	13	34	Yes	Yes
	NBT/R	385	175	105	Yes	Yes	192	115	Yes	Yes
	SBL	50	23	49	Yes	Yes	25	55	Yes	No
	SBT/R	750	358	557	Yes	Yes	408	660	Yes	Yes
12 Serfas Club Dr. & Palisades Dr.	NBL	100	34	16	Yes	Yes	36	17	Yes	Yes
	NBT/R	345	91	38	Yes	Yes	89	42	Yes	Yes
	SBT	385	98	**409**	Yes	**No**	105	**470**	Yes	**No**
	SBR	100	46	10	Yes	Yes	46	11	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 5-4: PASEO GRANDE PEAK HOUR QUEUING SUMMARY FOR EAP (2027) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	Existing (2023) 95th Percentile Queue (Feet)		Acceptable? [1]		EAP (2027) 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
21 Paseo Grande & Via Del Rio	NBL/T/R	560	185	15	Yes	Yes	260	260	Yes	Yes
	SBL/T/R	1,350	65	98	Yes	Yes	83	83	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	0	0	Yes	Yes	0	0	Yes	Yes
	SBT/R	560	5	3	Yes	Yes	8	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection				0	0	Yes	Yes
	SBL/T/R	230					0	0	Yes	Yes
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	**425**	10	**No**	Yes	**615**	13	**No**	Yes
	SBT/R	330	163	13	Yes	Yes	208	15	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 5-5: FREEWAY OFF-RAMP PEAK HOUR QUEUING SUMMARY FOR EAP (2027) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	Existing (2023) 95th Percentile Queue (Feet)		Acceptable? [1]		EAP (2027) 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
6 Auto Center Dr. & SR-91 WB Off-Ramp	WBL	2,550	81 [2]	224 [2]	Yes	Yes	100 [2]	126	Yes	Yes
	WBL/T	2,550	92 [2]	224 [2]	Yes	Yes	102 [2]	126	Yes	Yes
	WBR	350	3	29	Yes	Yes	5	25	Yes	Yes
7 Serfas Club Dr. & SR-91 EB Off-Ramp	EBL	1,090	112	120	Yes	Yes	120	129	Yes	Yes
	EBL/T/R	1,090	114	118	Yes	Yes	121	128	Yes	Yes
	EBR	590	44	164	Yes	Yes	46	229	Yes	Yes
16 Maple St. & SR-91 WB Off-Ramp	WBL	360	21	68	Yes	Yes	22	73	Yes	Yes
	WBL/T	970	21	69	Yes	Yes	22	73	Yes	Yes
	WBR	360	0	15	Yes	Yes	0	18	Yes	Yes
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	EBL	415	132	141	Yes	Yes	146	151	Yes	Yes
	EBT	2,960	33	234	Yes	Yes	33	257	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

5.6 PROJECT DEFICIENCIES AND IMPROVEMENTS

This section provides a summary of Project deficiencies and improvements based on the County of Riverside deficiency criteria discussed in Section 2.7 *Deficiency Criteria*.

5.6.1 INTERSECTIONS

Intersection improvements necessary to improve project-related traffic deficiencies are shown in Table 5-6. Table 5-6 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under EAP (2027) traffic conditions. The improvements have been identified to bring the EAP (2027) deficiencies back to acceptable levels. Intersection analysis worksheets for EAP (2027) traffic conditions, with improvements, are provided in Appendix 5.4.

For those intersections currently operating at a deficient LOS, improvements have not been identified if the improvements are considered infeasible. Additional capacity enhancements to existing intersections along Green River Road and Serfas Clube Drive are unlikely to resolve the regional congestion observed during the morning peak commute hours as the queues are due to the inability of vehicles to get onto the SR-91 Freeway Westbound during the morning peak hour. These queuing issues currently occur approximately between 6:30 AM and 8:30 AM and intersections along the Green River Road and Serfas Club corridors operate at acceptable LOS during other times of the day.

TABLE 5-6: INTERSECTION ANALYSIS FOR EAP (2027) CONDITIONS WITH IMPROVEMENTS

		Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
21 Paseo Grande & Via Del Rio																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**72.2**	14.7	**F**	B
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	1	0	13.4	8.2	B	A
With Improvements (Alternative):	**RA**	0	1	0	0	1	0	0	1	0	0	1	0	10.7	6.0	B	A
24 Paseo Grande & Pine Crest Dr.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	0	0	**65.8**	8.0	**F**	A
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	0	0	9.6	5.6	A	A
25 Paseo Grande & Ontario Av.																	
Without Improvements:	AWS	0	1	1	0	1	0	0	1	0	1	1	1	**59.9**	9.3	**F**	A
With Improvements:	**TS**[4]	0	1	1	0	1	0	0	1	0	1	1	1	12.4	5.8	B	A
With Improvements (Alternative):	**RA**	0	1	1	0	1	0	0	1	0	1	1	**0**	7.3	3.6	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

[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] AWS = All-way Stop; RA = Roundabout; TS = Traffic Signal; **TS** = Improvement

[4] The installation of a traffic signal is required to bring this intersection to acceptable LOS during the AM peak hour. However, because of the location of the intersection in a residential area, Riverside County staff is unlikely to support the installation of a traffic signal which would only be beneficial during the school drop-off period.

5.6.2 ROADWAY SEGMENTS

As shown previously in Table 5-2, all study area roadway segments are anticipated to continue to operate at an acceptable LOS under EAP (2027) traffic conditions based on the County of Riverside and City of Corona Roadway Segment Capacity Thresholds. As such, no roadway widening has been identified.

5.6.3 ROADWAY AND OFF-RAMP QUEUES

As shown in Tables 5-3 and 5-4, there are anticipated queuing issues for some movements along Serfas Club Drive and Paseo Grande. As discussed in Section 3.10 *Queuing Analysis*, the queuing issues along Serfas Club Drive and Paseo Grande are likely attributable to the congestion on the SR-91 Freeway westbound, due to vehicles attempting to merge onto the congested freeway during the AM peak hour. Since the queuing issues are due to freeway congestion, no roadway widening has been identified along Serfas Club Drive or Paseo Grande. Additionally, due to the existing residential along both Serfas Club Drive and Paseo Grande, there is not sufficient right-of-way to widen the existing roadways. Such roadway widening would likely not alleviate the queuing issues caused by the SR-91 Freeway itself.

There are no queuing issues anticipated at the study area off-ramps. As such, no improvements have been identified to the off-ramps.

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6 EAPC (2027) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAPC (2027) conditions and the resulting intersection operations, traffic signal warrant, roadway segment capacity, and freeway off-ramp queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAPC (2027) 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 EAPC conditions only (e.g., intersection and roadway improvements at 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 EAPC conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

6.2 EAPC (2027) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2023) traffic volumes plus an ambient growth factor of 8.24%, the addition of Project traffic, and the addition of cumulative development traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAPC (2027) traffic conditions are shown on Exhibit 6-1.

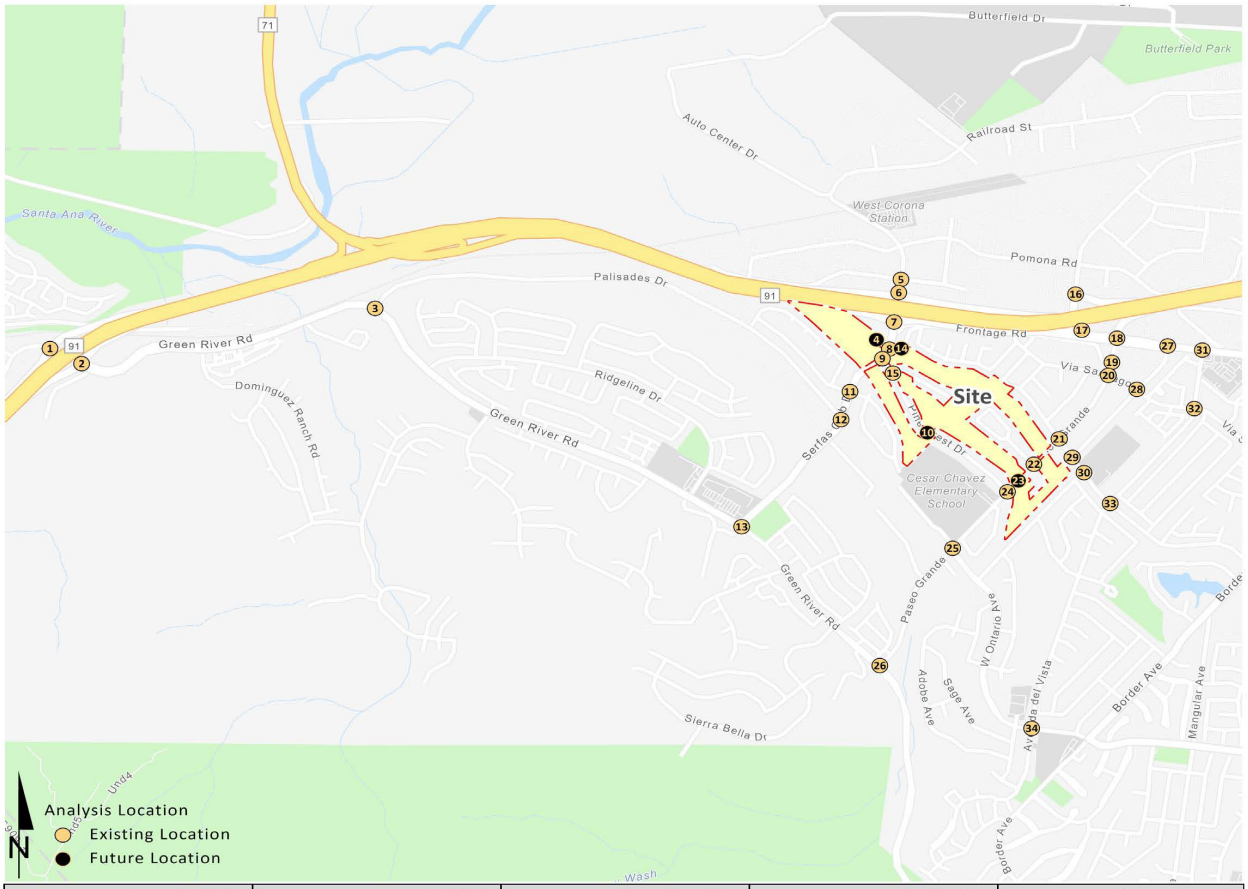
6.3 INTERSECTION OPERATIONS ANALYSIS

EAPC (2027) 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 6-1 for EAPC (2027) traffic conditions, which indicate the following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours:

- Paseo Grande & Via Santiago (#20) – LOS F AM peak hour only
- Paseo Grande & Via Del Rio (#21) – LOS F AM peak hour only
- Paseo Grande & Pine Crest Drive (#24) – LOS F AM peak hour only
- Paseo Grande & Ontario Avenue (#25) – LOS F AM peak hour only

The intersection operations analysis worksheets for EAPC (2027) traffic conditions are included in Appendix 6.1 of this TA.

EXHIBIT 6-1: EAPC (2027) TRAFFIC VOLUMES

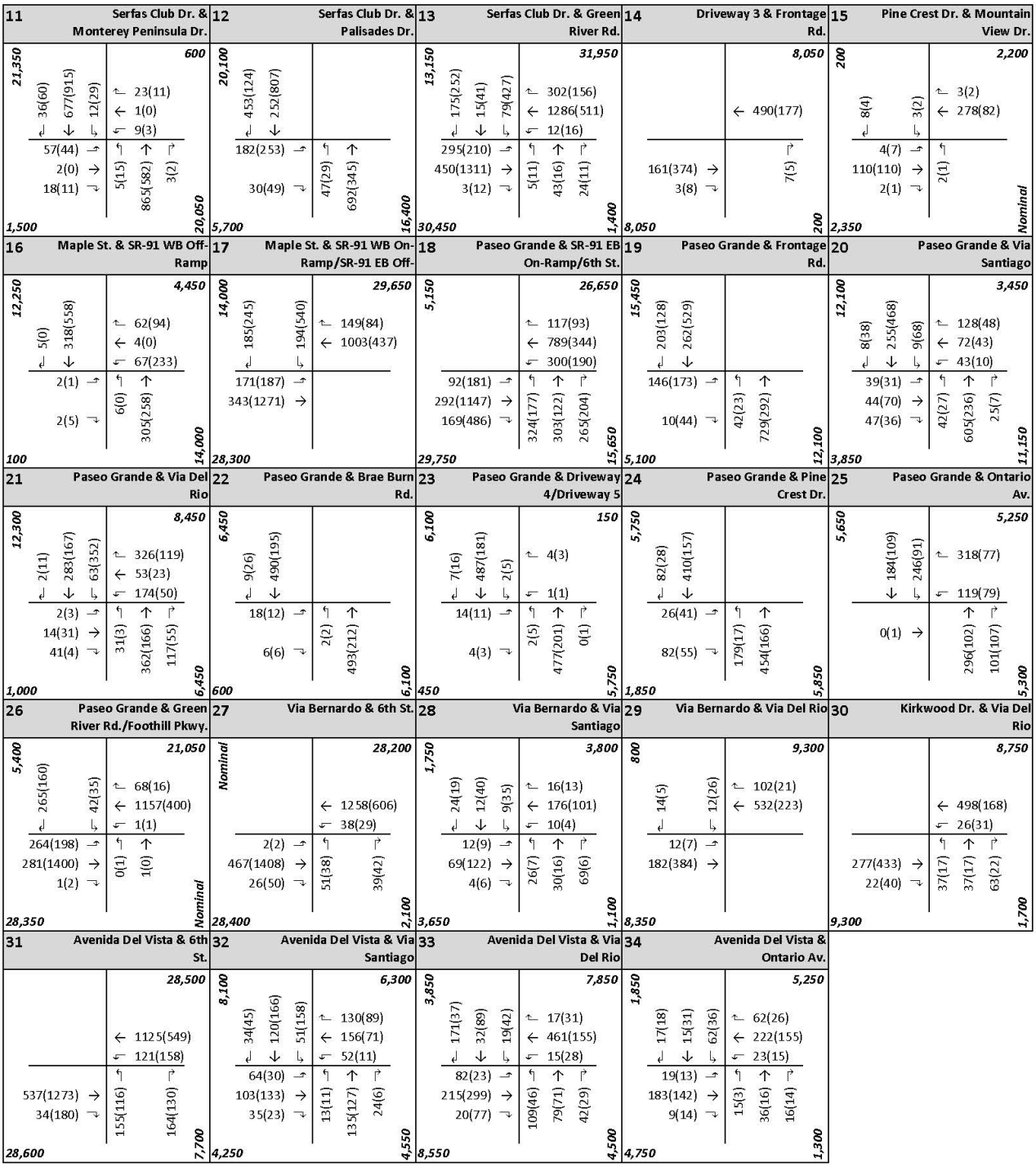


1 Green River Rd. & SR-91 WB Ramps	2 Green River Rd. & SR-91 EB Ramps	3 Green River Rd. & Palisades Dr.	4 Driveway 1 & Frontage Rd.	5 Auto Center Dr. & Wardlow Rd.
14,650 / 7,950	18,300 / 4,650	31,550 / 5,000	3,100	15,400 / 2,250
↰ 277(136) ↓ 252(309)	↓ 195(574) ↳ 191(170)	↰ 36(0) ↓ 397(1756) ↳ 145(216)	← 58(47) ↰ 18(43)	↰ 22(30) ↓ 636(663) ↳ 11(10)
↰ 116(199) ← 3(21) ↰ 134(435)	86(175) ↳ 1(3) → 302(1709) ↲	↰ 335(144) ← 14(27) ↰ 5(15)	↱	↰ 1(12) ← 11(2) ↰ 65(100)
↰ 1831(432) ↑ 225(271)	↑ 1971(527) ↱ 292(169)	↑ 1624(632) ↱ 35(18)	133(173) → 18(40)	4(22) ↳ 1(9) → 8(102) ↲ ↰ 41(111) ↑ 391(434) ↱ 62(37)
7,900 / 18,000	24,100 / 33,900	30,950	2,900 / 200	3,650 / 19,000

6 Auto Center Dr. & SR-91 WB Ramps	7 Serfas Club Dr. & SR-91 EB Ramps	8 Serfas Club Dr. & Frontage Rd.	9 Serfas Club Dr. & Pine Crest Dr.	10 Driveway 2 & Pine Crest Dr.
19,000 / 5,050	19,150 / 6,000	22,650 / 8,050	22,000 / 2,450	1,900
↰ 481(396) ↓ 228(469)	↓ 272(620) ↳ 36(165)	↰ 6(19) ↓ 345(860) ↳ 79(215)	↓ 585(955) ↳ 50(81)	
↰ 37(69) ← 57(0) ↰ 79(316)	265(325) ↳ 1(13) → 160(473) ↲	↰ 226(55) ← 16(15) ↰ 249(106)	↰ 148(37) ↰ 139(49)	← 275(79) ↰ 0(1)
↰ 548(153) ↑ 457(513)	↑ 738(342) ↱ 486(271)	100(111) ↳ 10(33) → 41(68) ↲ ↰ 54(55) ↑ 901(446) ↱ 76(134)	↑ 883(600) ↱ 64(37)	109(104) → 3(8) ↲ ↰ 7(5) ↑ 7(5) ↱ 1(1)
7,350 / 19,100	10,750 / 22,650	3,650 / 22,000	21,350	2,050 / 200

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

Average Daily Trips



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

Average Daily Trips

TABLE 6-1: INTERSECTION ANALYSIS FOR EAPC (2027) CONDITIONS

#	Intersection	Traffic Control[2]	EAPC (2027) Delay[1] (secs.) AM	PM	Level of Service AM	PM
1	Green River Rd. & SR-91 WB Ramps	TS	25.9	32.8	C	C
2	Green River Rd. & SR-91 EB Ramps	TS	28.6	35.8	C	D
3	Green River Rd. & Palisades Dr.	TS	13.8	9.3	B	A
4	Driveway 1 & Frontage Rd.	**CSS**	9.1	9.2	A	A
5	Auto Center Dr. & Wardlow Rd.	TS	12.6	17.7	B	B
6	Auto Center Dr. & SR-91 WB Ramps	TS	24.8	14.8	C	B
7	Serfas Club Dr. & SR-91 EB Ramps	TS	11.7	16.7	B	B
8	Serfas Club Dr. & Frontage Rd.	TS	15.6	13.7	B	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	8.2	5.9	A	A
10	Driveway 2 & Pine Crest Dr.	**CSS**	10.9	9.5	B	A
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	9.6	9.2	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	9.3	12.0	A	B
13	Serfas Club Dr. & Green River Rd.	TS	31.8	21.4	C	C
14	Driveway 3 & Frontage Rd.	**CSS**	9.2	10.6	A	B
15	Pine Crest Dr. & Mountain View Dr.	CSS	10.7	9.2	B	A
16	Maple St. & SR-91 WB Off-Ramp	TS	7.9	9.4	A	A
17	Maple St. & SR-91 wB On-Ramp/SR-91 EB Off-Ramp/6th St.	TS	18.3	19.4	B	B
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	37.9	42.7	D	D
19	Paseo Grande & Frontage Rd.	AWS	19.6	25.6	C	D
20	Paseo Grande & Via Santiago	AWS	**92.1**	24.1	**F**	C
21	Paseo Grande & Via Del Rio	AWS	**>100.0**	19.3	**F**	B
22	Paseo Grande & Brae Burn Rd.	CSS	18.1	10.9	C	B
23	Paseo Grande & Driveway 4/Driveway 5	**CSS**	21.9	11.6	C	B
24	Paseo Grande & Pine Crest Dr.	AWS	**>100.0**	8.8	**F**	A
25	Paseo Grande & Ontario Av.	AWS	**>100.0**	10.3	**F**	B
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	18.0	13.0	B	B
27	Via Bernardo & 6th St.	TS	9.3	9.9	A	A
28	Via Bernardo & Via Santiago	AWS	9.3	8.4	A	A
29	Via Bernardo & Via Del Rio	CSS	16.5	14.2	C	B
30	Kirkwood Dr. & Via Del Rio	CSS	13.3	13.2	B	B
31	Avenida Del Vista & 6th St.	TS	9.8	14.2	A	B
32	Avenida Del Vista & Via Santiago	AWS	15.4	11.7	B	B
33	Avenida Del Vista & Via Del Rio	TS	16.5	14.2	B	B
34	Avenida Del Vista & Ontario Av.	AWS	10.5	9.3	B	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (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

[2] TS = Traffic Signal; CSS = Cross-street Stop; **TS** = Improvement

6.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAPC (2027) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There is no additional unsignalized study area intersections anticipated to meet peak hour or planning level (ADT) warrants under EAPC (2027) traffic conditions (see Appendix 6.2), in addition to the intersections previously warranted under Existing (2023) and EAP (2027) Conditions.

6.5 ROADWAY SEGMENT CAPACITY ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County's Guidelines. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 6-2 provides a summary of the EAPC (2027) conditions roadway segment capacity analysis. As shown in Table 6-2, the following study area roadway segments are anticipated to operate at an unacceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria:

- Paseo Grande, from Frontage Road to Via Santiago (#11) – LOS E
- Paseo Grande, from Via Santiago to Via Del Rio (#12) – LOS E

TABLE 6-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR EAPC (2027) CONDITIONS

#	Roadway	Segment Limits	Roadway Section[1]	LOS Capacity[2]	EAPC (2027) ADT[3]	V/C[4]	LOS[5]	Acceptable LOS[6]	General Plan Classification
1	Serfas Club Dr.	Wardlow Rd. to SR-91 WB Ramps	4D	34,100	19,045	0.56	A	D	Major Arterial
2	Serfas Club Dr.	SR-91 WB Ramps to SR-91 EB Ramps	4D	34,100	19,186	0.56	A	D	Major Arterial
3	Serfas Club Dr.	SR-91 EB Ramps to Frontage Rd.	4D	34,100	22,670	0.66	B	D	Major Arterial
4	Serfas Club Dr.	Frontage Rd. to Pine Crest Dr.	4D	34,100	22,042	0.65	B	D	Major Arterial
5	Serfas Club Dr.	Pine Crest Dr. to Monterey Peninsula Dr.	3D	25,575	20,024	0.78	C	D	Major Arterial
6	Serfas Club Dr.	Monterey Peninsula Dr. to Palisades Dr.	3D	25,575	19,270	0.75	C	D	Major Arterial
7	Serfas Club Dr.	Palisades Dr. to Green River Rd.	4D	34,100	13,168	0.39	A	D	Major Arterial
8	Pine Crest Dr.	Serfas Club Dr. to Mountain View Dr.	2U	13,000	2,444	0.19	A	D	Local
9	Pine Crest Dr.	Mountain View Dr. to Paseo Grande	2U	13,000	2,318	0.18	B	D	Local
10	Paseo Grande	6th St. to Frontage Rd.	5U	32,375	15,519	0.48	A	D	Secondary Arterial
11	Paseo Grande	Frontage Rd. to Via Santiago	2U	12,950	**12,133**	**0.94**	**E**	D	Secondary Arterial
12	Paseo Grande	Via Santiago to Via Del Rio	2U	12,950	**12,278**	**0.95**	**E**	D	Secondary Arterial
13	Paseo Grande	Via Del Rio to Brae Burn Rd.	2U	13,000	6,477	0.50	A	D	Collector
14	Paseo Grande	Brae Burn Rd. to Driveway 4/Driveway 5	2U	13,000	5,454	0.42	A	D	Collector
15	Paseo Grande	Driveway 4/Driveway 5 to Pine Crest Dr.	2U	13,000	5,116	0.39	A	D	Collector
16	Paseo Grande	Pine Crest Dr. to Ontario Av.	2U	13,000	5,560	0.43	A	D	Collector
17	Paseo Grande	Ontario Av. to Green River Rd.	2U	13,000	5,316	0.41	A	D	Collector
18	Frontage Rd.	Serfas Club Dr. to Driveway 3	2D	13,000	8,044	0.62	B	D	Collector
19	Frontage Rd.	Driveway 3 to Paseo Grande	2U	13,000	8,044	0.62	B	D	Collector
20	6th St.	Maple St. to Paseo Grande	5D	42,625	29,771	0.70	B	D	Major Arterial
21	6th St.	Paseo Grande to Avenida Del Vista	5D	42,625	26,392	0.62	B	D	Major Arterial
22	Via Santiago	Frontage Rd. to Paseo Grande	2U	13,000	3,878	0.30	A	D	Collector
23	Via Santiago	Paseo Grande to Via Bernardo	2U	13,000	3,430	0.26	A	D	Collector
24	Via Santiago	Via Bernardo to Avenida Del Vista	2U	13,000	3,825	0.29	A	D	Collector
25	Ontario Av.	Paseo Grande to Avenida Del Vista	2D	13,000	5,260	0.40	A	D	Collector
26	Ontario Av.	Avenida Del Vista to Border Av.	2U	13,000	5,258	0.40	A	D	Collector
27	Avenida Del Vista	6th St. to Via Santiago	2D	13,000	8,133	0.63	B	D	Collector
28	Avenida Del Vista	Via Santiago to Via Del Rio	2U	13,000	4,531	0.35	A	D	Collector
29	Avenida Del Vista	Via Del Rio to Ontario Av.	2U	13,000	4,521	0.35	A	D	Collector

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

[1] U = Undivided; D = Divided

[2] These maximum roadway capacities have been obtained from the County of Riverside's Traffic Study Guidelines (December 2020).
Where applicable, LOS capacities have been interpolated for classifications not provided in the County's

[3] ADT = Average Daily Traffic

[4] V/C = Volume to Capacity Ratio

[5] LOS = Level of Service

[6] LOS D based on the County's and City's respective General Plans.

6.6 QUEUING ANALYSIS

6.6.1 ROADWAYS

Queuing analysis findings are presented in Tables 6-3 and 6-4 for Serfas Club Drive and Paseo Grande. As shown in Tables 6-3 and 6-4, the following movement is anticipated to experience queuing issues under EAPC (2027) traffic conditions, in addition to the movements previously identified under Existing (2023) and EAP (2027) traffic conditions:

- Auto Center Drive & SR-91 Westbound Ramps (#6), NBL – AM peak our only
- Auto Center Drive & SR-91 Westbound Ramps (#6), SBT – AM and PM peak hours
- Serfas Club Drive & Frontage Road (#8), NBT/R – AM and PM peak hours
- Serfas Club Drive & Monterey Peninsula Drive (#11) – PM peak hour only
- Serfas Club Drive & Palisades Drive (#12), SBT – PM peak hour only
- Paseo Grande & Pine Crest Drive (#24), NBL/T – AM peak hour only
- Paseo Grande & Pine Crest Drive (#24), SBT/R – AM peak hour only

EAPC (2027) Conditions queuing analysis worksheets for Serfas Club Drive and Paseo Grande are provided in Appendix 6.3.

6.6.2 FREEWAY OFF-RAMPS

A queuing analysis was performed for the eastbound and westbound off-ramps at the SR-91 Freeway at Auto Center Drive/Serfas Club Drive and Maple Street/6th Street interchanges. Queuing analysis findings are presented in Table 6-5 for EAPC (2027) traffic conditions. As shown in Table 6-5, there are no anticipated off-ramp queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows, consistent with Existing (2023) traffic conditions. Worksheets for EAPC (2027) conditions off-ramp queuing analysis are provided in Appendix 6.3.

TABLE 6-3: SERFAS CLUB DRIVE PEAK HOUR QUEUING SUMMARY FOR EAPC (2027) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	EAPC (2027) 95th Percentile Queue (Feet) AM Peak Hour	EAPC (2027) 95th Percentile Queue (Feet) PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	**440** [2]	120	**No**	Yes
	NBT	365	5	25	Yes	Yes
	SBT	200	**252**	**267**	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	158	83	Yes	Yes
	SBL	365	18	128	Yes	Yes
	SBT	365	45	151	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	75	66	Yes	Yes
	NBT/R	110	**334**	**168**	**No**	**No**
	SBL	150	51	94	Yes	Yes
	SBT/R	400	113	269	Yes	Yes
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	211	106	Yes	Yes
	NBR	145	22	14	Yes	Yes
	SBL	110	55	54	Yes	Yes
	SBT	110	74	84	Yes	Yes
	WBL	95	112	38	Yes	Yes
	WBR	245	45	20	Yes	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	14	36	Yes	Yes
	NBT/R	385	214	126	Yes	Yes
	SBL	50	26	55	Yes	Yes
	SBT/R	750	463	**816**	Yes	**No**
12 Serfas Club Dr. & Palisades Dr.	NBL	100	53	49	Yes	Yes
	NBT/R	345	104	45	Yes	Yes
	SBT	385	131	**484**	Yes	**No**
	SBR	100	50	28	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 6-4: PASEO GRANDE PEAK HOUR QUEUING SUMMARY FOR EAPC (2027) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	EAPC (2027) 95th Percentile Queue (Feet) AM Peak Hour	EAPC (2027) 95th Percentile Queue (Feet) PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM
21 Paseo Grande & Via Del Rio	NBL/T/R	560	555	40	Yes	Yes
	SBL/T/R	1,350	225	210	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	0	0	Yes	Yes
	SBT/R	560	0	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	0	0	Yes	Yes
	SBL/T/R	230	0	0	Yes	Yes
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	**1,028**	25	**No**	Yes
	SBT/R	330	**450**	25	**No**	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 6-5: FREEWAY OFF-RAMP PEAK HOUR QUEUING SUMMARY FOR EAPC (2027) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	EAPC (2027) 95th Percentile Queue (Feet)[3] AM Peak Hour	EAPC (2027) 95th Percentile Queue (Feet)[3] PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM
6 Auto Center Dr. & SR-91 WB Off-Ramp	WBL	2,550	109 [2]	147	Yes	Yes
	WBL/T	2,550	112 [2]	148	Yes	Yes
	WBR	350	5	28	Yes	Yes
7 Serfas Club Dr. & SR-91 EB Off-Ramp	EBL	1,090	120	129	Yes	Yes
	EBL/T/R	1,090	121	128	Yes	Yes
	EBR	590	48	296 [2]	Yes	Yes
16 Maple St. & SR-91 WB Off-Ramp	WBL	360	30	81	Yes	Yes
	WBL/T	970	30	81	Yes	Yes
	WBR	360	1	18	Yes	Yes
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	EBL	415	159 [2]	163	Yes	Yes
	EBT	2,960	37	262	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

6.7 PROJECT DEFICIENCIES AND IMPROVEMENTS

This section provides a summary of Project deficiencies and improvements based on the County of Riverside deficiency criteria discussed in Section 2.7 *Deficiency Criteria*.

6.7.1 INTERSECTIONS

Intersection improvements necessary to improve project-related traffic deficiencies are shown in Table 6-6. Table 6-6 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under EAPC (2027) traffic conditions. The improvements have been identified to bring the EAPC (2027) deficiencies back to acceptable levels. Intersection analysis worksheets for EAPC (2027) traffic conditions, with improvements, are provided in Appendix 6.4.

TABLE 6-6: INTERSECTION ANALYSIS FOR EAPC (2027) CONDITIONS WITH IMPROVEMENTS

		Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
20 Paseo Grande & Via Santiago																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**92.1**	24.1	**F**	C
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	1	0	9.4	7.9	A	A
21 Paseo Grande & Via Del Rio																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	19.3	**F**	B
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	1	0	13.7	8.0	B	A
With Improvements (Alternative):	**RA**	0	1	0	0	1	0	0	1	0	0	1	0	14.8	6.8	B	A
24 Paseo Grande & Pine Crest Dr.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	0	0	**>100.0**	8.8	**F**	A
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	0	0	19.8	5.5	B	A
25 Paseo Grande & Ontario Av.																	
Without Improvements:	AWS	0	1	1	0	1	0	0	1	0	1	1	1	**>100.0**	10.3	**F**	B
With Improvements:	**TS**[4]	0	1	1	0	1	0	0	1	0	1	1	1	28.1	6.2	C	A
With Improvements (Alternative):	**RA**	0	1	1	0	1	0	0	1	0	1	1	**0**	9.6	3.9	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

[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

[3] AWS = All-way Stop; RA = Roundabout; TS = Traffic Signal; **TS** = Improvement

[4] The installation of a traffic signal is required to bring this intersection to acceptable LOS during the AM peak hour. However, because of the location of the intersection in a residential area, Riverside County staff is unlikely to support the installation of a traffic signal which would only be beneficial during the

6.7.2 ROADWAY SEGMENTS

As shown previously in Table 6-2, all study area roadway segments are anticipated to continue to operate at an acceptable LOS under EAPC (2027) traffic conditions based on the County of Riverside and City of Corona Roadway Segment Capacity Thresholds. As such, no roadway widening has been identified.

6.7.3 ROADWAY AND OFF-RAMP QUEUES

As shown in Tables 6-3 and 6-4, there are anticipated queuing issues for some movements along Serfas Club Drive and Paseo Grande. As discussed in Section 3.10 *Queuing Analysis*, the queuing issues along Serfas Club Drive and Paseo Grande are likely attributable to the congestion on the SR-91 Freeway westbound, due to vehicles attempting to merge onto the congested freeway during the AM peak hour. Since the queuing issues are due to freeway congestion, no roadway widening has been identified along Serfas Club Drive or Paseo Grande. Additionally, due to the existing residential along both Serfas Club Drive and Paseo Grande, there is not sufficient right-of-way to widen the existing roadways. Such roadway widening would likely not alleviate the queuing issues caused by the SR-91 Freeway itself.

There are no queuing issues anticipated at the study area off-ramps. As such, no improvements have been identified to the off-ramps.

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7 HORIZON YEAR (2040) TRAFFIC CONDITIONS

This section discusses the methods used to develop Horizon Year (2040) Without and With Project traffic forecasts, and the resulting intersection operations, traffic signal warrant, roadway segment, and queuing analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2040) 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 Horizon Year (2040) 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 Horizon Year (2040) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

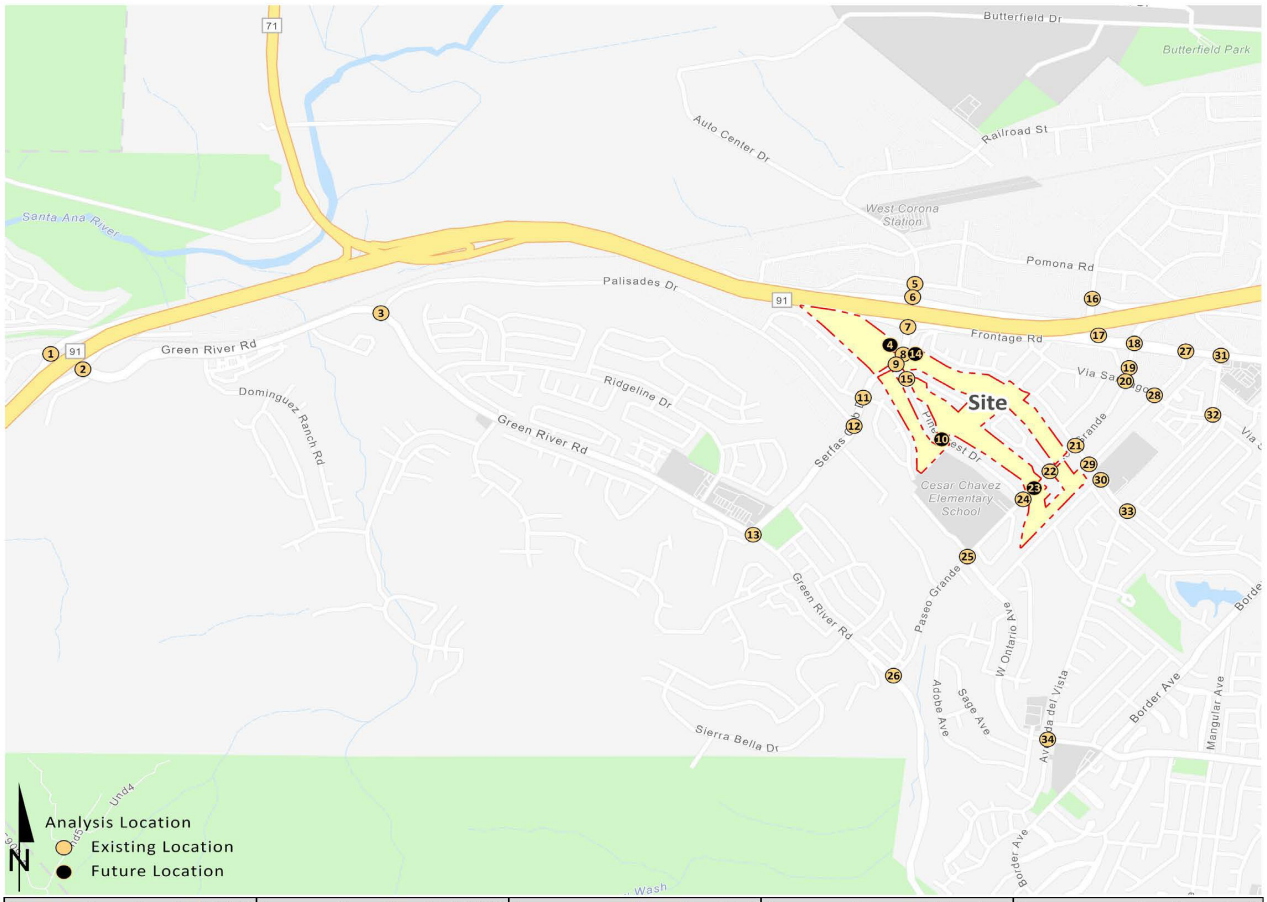
7.2 HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from RIVTAM (see Section 4.8 *Horizon Year Volume Development* of this TA for a detailed discussion on the post-processing methodology). The Horizon Year (2040) Without Project traffic forecasts reflect the future roadway network contemplated by the County's General Plan. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year (2040) Without Project traffic conditions are shown on Exhibit 7-1.

7.3 HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RIVTAM plus proposed Project volumes. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year (2040) With Project traffic conditions are shown on Exhibit 7-2.

EXHIBIT 7-1: HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC VOLUMES

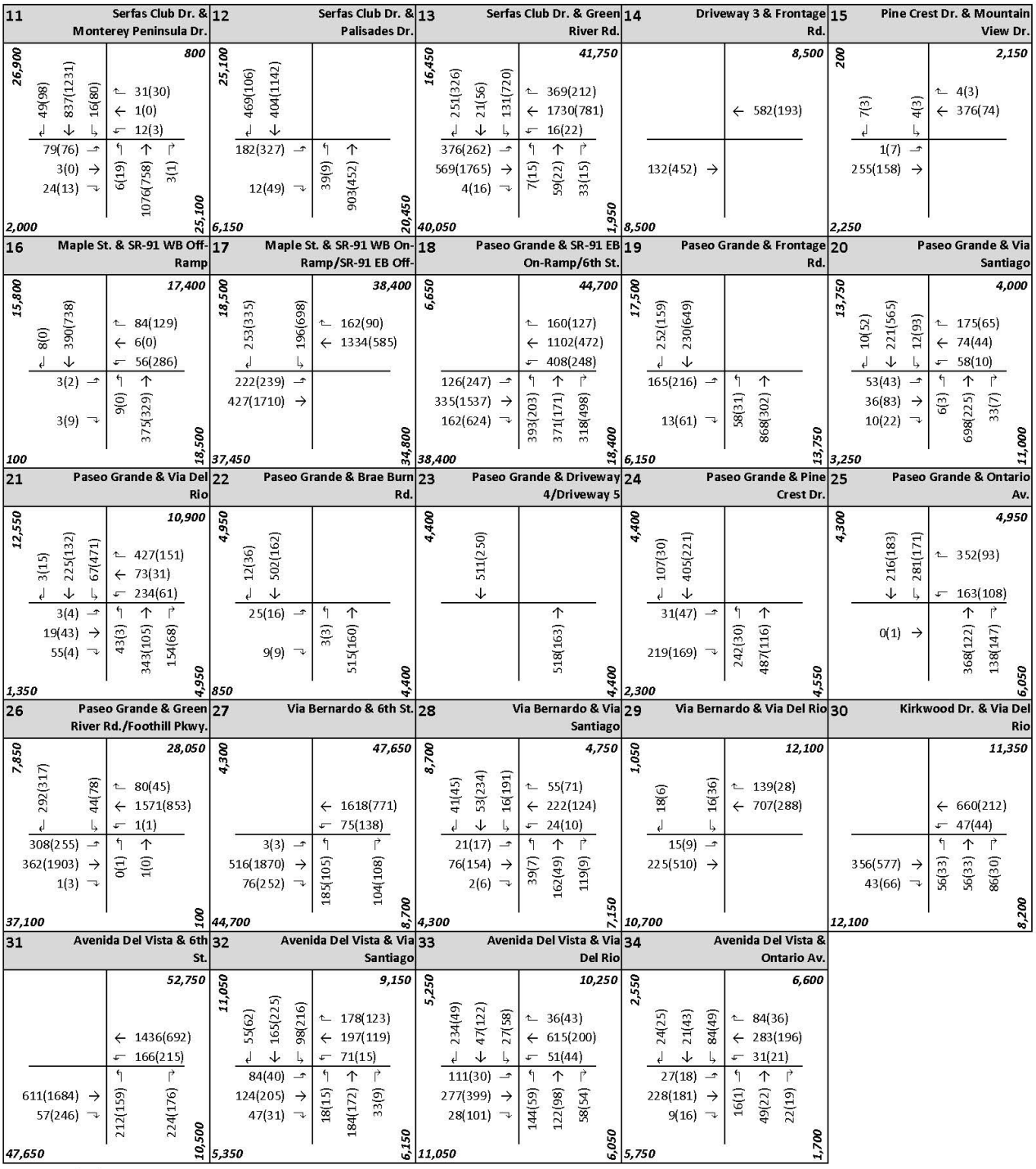


1 Green River Rd. & SR-91 WB Ramps	2 Green River Rd. & SR-91 EB Ramps	3 Green River Rd. & Palisades Dr.	4 Driveway 1 & Frontage Rd.	5 Auto Center Dr. & Wardlow Rd.
12,850	13,450	26,600		21,550
↳ 272(138)	↳ 83(543)	↳ 20(115)		↳ 30(41)
← 237(364)	← 187(171)	← 216(1629)		← 827(894)
	↳	↳ 82(162)		↳ 15(13)
↰ 118(201)		↰ 294(111)	← 125(144)	↰ 1(16)
← 4(21)		← 25(15)		← 15(3)
↰ 33(350)				↰ 89(151)
8,700	7,200	3,900	3,950	3,050
↰ ↑		↰ ↑ ↱		↰ ↑ ↱
2193(443) ↑	122(173) ↳	7(46) ↑	188(252) →	6(30) ↳ 80(153) ↑
203(296) ↑	1(3) →	1946(426) ↑		1(12) → 483(557) ↑
	201(1520) ↲	70(41) ↱		13(154) ↲ 87(50) ↱
11,650	22,000	27,450	3,950	5,000
21,600	28,700			24,900

6 Auto Center Dr. & SR-91 WB Ramps	7 Serfas Club Dr. & SR-91 EB Ramps	8 Serfas Club Dr. & Frontage Rd.	9 Serfas Club Dr. & Pine Crest Dr.	10 Driveway 2 & Pine Crest Dr.
24,900	24,300	28,400	28,850	
↳ 658(542)	↳ 307(757)	↳ 46(84)	↳ 729(1360)	
← 271(657)	← 49(335)	← 572(1306)	← 188(131)	← 380(77)
		↳ 131(292)		
↰ 55(95)		↰ 268(65)	↰ 210(28)	
← 79(0)		← 21(18)		
↰ 84(436)		↰ 301(124)	↰ 173(49)	
6,450	16,650	8,500	2,400	2,150
↰ ↑		↰ ↑ ↱	↰ ↑	
723(193) ↑	391(445) ↳	132(148) ↳	1118(830) ↑	259(161) →
596(665) ↑	3(65) →	12(43) →	68(34)	
	443(925) ↲	44(61) ↲		
		58(41) ↑		
	928(413) ↑	1206(659) ↑		
	678(460) ↱	64(157) ↱		
14,150	42,300	3,950	2,150	
24,300	28,850	27,650	26,900	

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

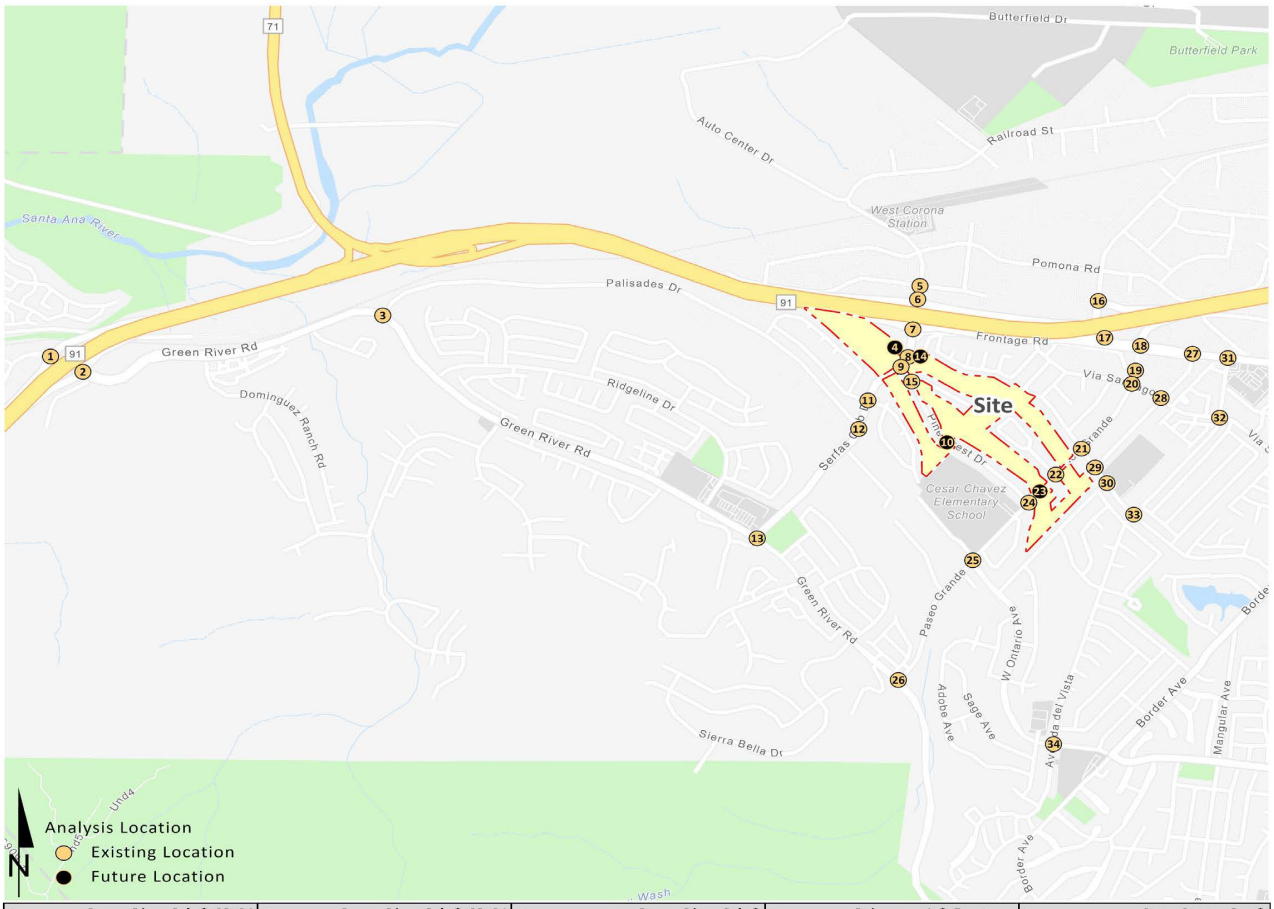
Average Daily Trips



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

Average Daily Trips

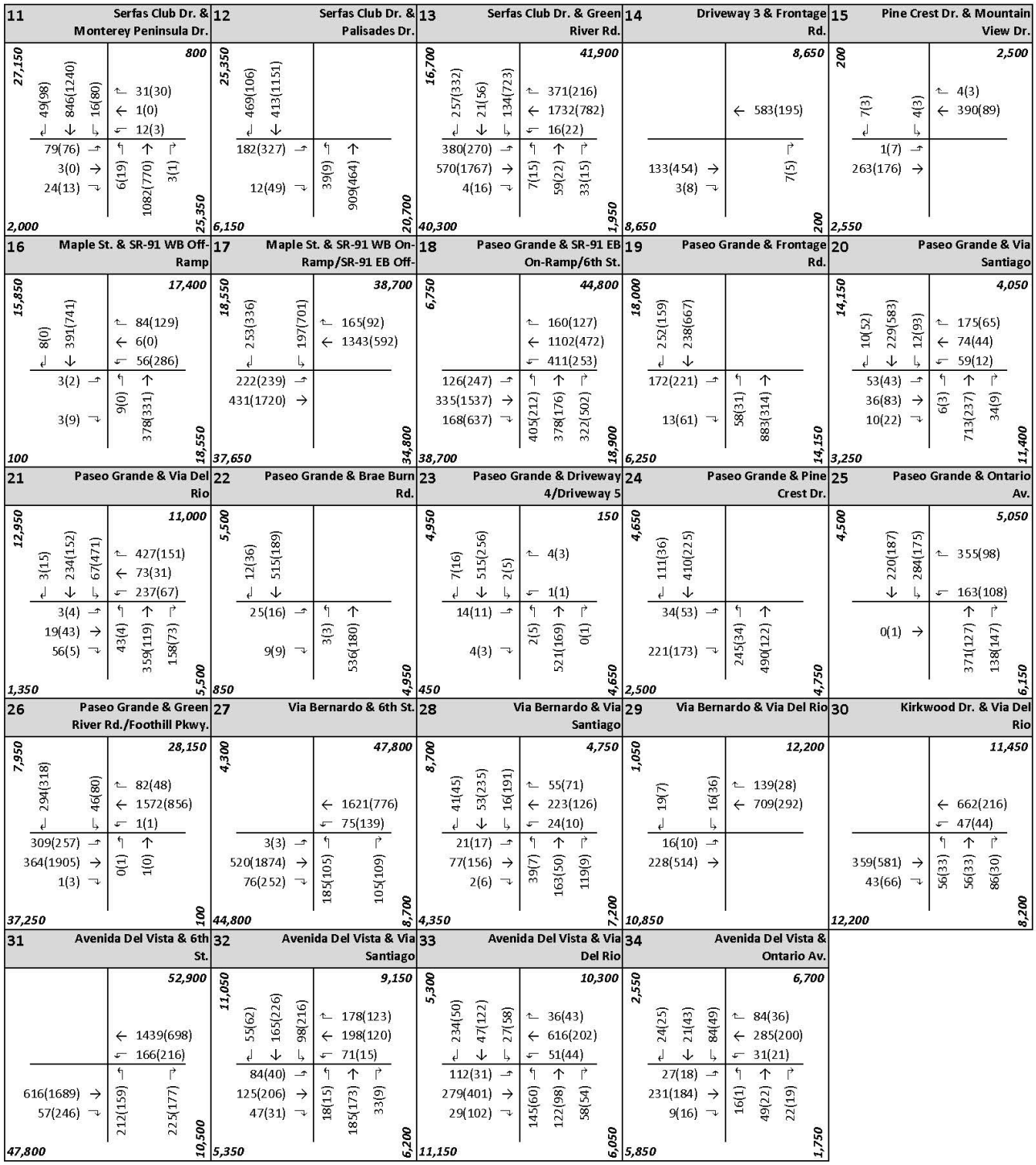
EXHIBIT 7-2: HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUMES



1 Green River Rd. & SR-91 WB Ramps	2 Green River Rd. & SR-91 EB Ramps	3 Green River Rd. & Palisades Dr.	4 Driveway 1 & Frontage Rd.	5 Auto Center Dr. & Wardlow Rd.
12,850	13,550	26,750		21,600
↰ 272(138)	↓ 83(543)	↰ 20(115)		↰ 30(41)
↓ 237(364)	↳ 187(171)	↓ 219(1636)		↓ 829(897)
		↳ 82(162)		↳ 15(13)
↰ 118(201)		↰ 294(111)	← 125(144)	↰ 1(16)
← 4(21)			↰ 18(43)	← 15(3)
↰ 33(350)		↰ 25(15)		↰ 89(151)
8,700	7,200	3,900	4,200	3,050
↰ 2199(448)	122(173) ⤷	↰ 7(46)	188(252) →	↰ 6(30) ⤷
→ 203(296)	1(3) →	→ 1952(431)	↱ 18(40)	→ 1(12) →
↱	204(1527) ↳	↱ 70(41)		↱ 13(154) ↳
	→ 2279(570)			↰ 80(153)
	↱ 133(72)			→ 485(559)
				↱ 87(50)
11,750	22,100	27,600	3,950	5,000
21,700	28,850		200	25,000

6 Auto Center Dr. & SR-91 WB Ramps	7 Serfas Club Dr. & SR-91 EB Ramps	8 Serfas Club Dr. & Frontage Rd.	9 Serfas Club Dr. & Pine Crest Dr.	10 Driveway 2 & Pine Crest Dr.
25,000	24,550	28,750	29,300	
↰ 658(542)	↓ 315(773)	↰ 51(100)	↓ 735(1367)	
↓ 273(660)	↳ 49(335)	↓ 574(1304)	↳ 195(146)	
		↳ 134(300)		
↰ 55(95)		↰ 268(65)	↰ 221(41)	
← 79(0)		← 22(20)		← 387(86)
↰ 90(449)		↰ 301(124)	↰ 176(51)	↰ 0(1)
6,600	16,700	8,650	2,700	2,350
↰ 727(197)	391(445) ⤷	↰ 70(66)	→ 1123(839)	263(170) →
→ 598(667)	3(65) →	→ 1210(656)	↱ 69(37)	3(8) ↳
↱	446(930) ↳	↱ 64(157)		↰ 7(5)
	→ 934(420)			→ 7(5)
	↱ 682(464)			↱ 1(1)
14,200	42,350	4,750	27,150	2,500
24,550	29,200	28,100	200	

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



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

Average Daily Trips

7.4 INTERSECTION OPERATIONS ANALYSIS

7.4.1 HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC CONDITIONS

Level of service calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2040) Without Project traffic conditions with existing roadway and intersection geometrics consistent with those described under Section 7.1 *Roadway Improvements*. As shown in Table 7-1, the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without Project traffic conditions:

- Serfas Club Drive & Green River Road (#13) – LOS E AM peak hour only
- Paseo Grande & SR-91 EB On-Ramp/SR-91 EB Off-Ramp/6th Street (#18) – LOS E PM peak hour only
- Paseo Grande & Frontage Road (#19) – LOS F PM peak hour only
- Paseo Grande & Via Santiago (#20) – LOS F AM and PM peak hours
- Paseo Grande & Via Del Rio (#21) – LOS F AM peak hour; LOS E PM peak hour
- Paseo Grande & Pine Crest Drive (#24) – LOS F AM peak hour only
- Paseo Grande & Ontario Avenue (#25) – LOS F AM peak hour only
- Avenida Del Vista & Ontario Avenue (#34) – LOS E AM peak hour only

The intersection operations analysis worksheets for Horizon Year (2040) Without Project traffic conditions are included in Appendix 7.1 of this report.

7.4.2 HORIZON YEAR (2040) WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 7-1, there are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic, in addition to the intersections previously identified under Horizon Year (2040) Without Project traffic conditions. The intersection operations analysis worksheets for Horizon Year (2040) With Project traffic conditions are included in Appendix 7.2 of this report.

TABLE 7-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) CONDITIONS

#	Intersection	Traffic Control[2]	2040 Without Project Delay[1] (secs.) AM	2040 Without Project Delay[1] (secs.) PM	2040 Without Project Level of Service AM	2040 Without Project Level of Service PM	2040 With Project Delay[1] (secs.) AM	2040 With Project Delay[1] (secs.) PM	2040 With Project Level of Service AM	2040 With Project Level of Service PM
1	Green River Rd. & SR-91 WB Ramps	TS	45.7	33.8	D	C	46.6	34.0	D	C
2	Green River Rd. & SR-91 EB Ramps	TS	31.4	36.5	C	D	31.4	36.6	C	D
3	Green River Rd. & Palisades Dr.	TS	14.0	10.4	B	B	14.0	10.4	B	B
4	Driveway 1 & Frontage Rd.	**CSS**	Future Intersection				9.4	10.0	A	B
5	Auto Center Dr. & Wardlow Rd.	TS	14.3	22.0	B	C	14.3	22.0	B	C
6	Auto Center Dr. & SR-91 WB Ramps	TS	41.5	18.3	D	B	42.8	18.8	D	B
7	Serfas Club Dr. & SR-91 EB Ramps	TS	23.5	46.9	C	D	23.8	47.6	C	D
8	Serfas Club Dr. & Frontage Rd.	TS	21.0	16.4	C	B	21.9	18.2	C	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	13.0	6.4	B	A	13.7	6.8	B	A
10	Driveway 2 & Pine Crest Dr.	**CSS**	Future Intersection				13.6	10.0	B	B
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	10.6	27.9	A	C	10.6	28.9	A	C
12	Serfas Club Dr. & Palisades Dr.	TS	9.3	19.3	A	B	9.3	19.8	A	B
13	Serfas Club Dr. & Green River Rd.	TS	**69.3**	53.6	**E**	D	**70.3**	54.0	**E**	D
14	Driveway 3 & Frontage Rd.	**CSS**	Future Intersection				9.0	11.3	A	B
15	Pine Crest Dr. & Mountain View Dr.	CSS	12.7	9.4	B	A	12.9	9.6	B	A
16	Maple St. & SR-91 WB Off-Ramp	TS	8.2	10.2	A	B	8.4	10.2	A	B
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	TS	28.2	25.3	C	C	28.3	25.5	C	C
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	42.4	**70.2**	D	**E**	42.4	**72.9**	D	**E**
19	Paseo Grande & Frontage Rd.	AWS	34.4	**65.0**	D	**F**	**37.4**	**73.0**	**E**	**F**
20	Paseo Grande & Via Santiago	AWS	**>100.0**	**59.9**	**F**	**F**	**>100.0**	**68.3**	**F**	**F**
21	Paseo Grande & Via Del Rio	AWS	**>100.0**	**35.5**	**F**	**E**	**>100.0**	**42.5**	**F**	**E**
22	Paseo Grande & Brae Burn Rd.	CSS	19.3	10.2	C	B	19.8	10.4	C	B
23	Paseo Grande & Driveway 4/Driveway 5	**CSS**	Future Intersection				24.2	12.1	C	B
24	Paseo Grande & Pine Crest Dr.	AWS	**>100.0**	9.6	**F**	A	**>100.0**	9.9	**F**	A
25	Paseo Grande & Ontario Av.	AWS	**>100.0**	14.9	**F**	B	**>100.0**	15.4	**F**	C
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	23.8	18.3	C	B	23.8	18.4	C	B
27	Via Bernardo & 6th St.	TS	13.7	30.9	B	C	13.7	31.2	B	C
28	Via Bernardo & Via Santiago	AWS	12.2	17.2	B	C	12.3	17.3	B	C
29	Via Bernardo & Via Del Rio	CSS	23.5	17.6	C	C	23.8	17.7	C	C
30	Kirkwood Dr. & Via Del Rio	CSS	18.1	17.4	C	C	18.3	17.5	C	C
31	Avenida Del Vista & 6th St.	TS	11.5	32.6	B	C	11.5	33.2	B	C
32	Avenida Del Vista & Via Santiago	AWS	**38.6**	18.3	**E**	C	**39.1**	18.4	**E**	C
33	Avenida Del Vista & Via Del Rio	TS	18.1	15.4	B	B	18.1	15.4	B	B
34	Avenida Del Vista & Ontario Av.	AWS	12.7	10.0	B	A	12.7	10.1	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.

[2] CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

7.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Horizon Year (2040) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following study area intersections are anticipated to meet peak hour volume-based traffic signal warrants for Horizon Year (2040) Without Project conditions in addition to the locations previously warranted (see Appendix 7.3):

- Paseo Grande & Frontage Road (#19)
- Paseo Grande & Via Santiago (#20)
- Paseo Grande & Pine Crest Drive (#24)
- Avenida Del Vista & Via Santiago (#32)

There are no additional study area intersections anticipated to meet either peak hour or planning level (ADT) warrants for Horizon Year (2040) With Project conditions in addition to the locations previously warranted (see Appendix 7.4).

7.6 ROADWAY SEGMENT CAPACITY ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County's Guidelines. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 7-2 provides a summary of the Horizon Year (2040) conditions roadway segment capacity analysis. As shown in Table 7-2, the following study area roadway segments are anticipated to operate at an unacceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria:

- Serfas Club Drive, from Pine Crest Drive to Monterey Peninsula Drive (#5) – LOS E
- Serfas Club Drive, from Monterey Peninsula Drive to Palisades Drive (#6) – LOS E
- Paseo Grande, from Frontage Road to Via Santiago (#11) – LOS F
- Paseo Grande, from Via Santiago to Via Del Rio (#12) – LOS E
- 6th Street, from Maple Street to Paseo Grande (#20) - LOS E
- 6th Street, from Paseo Grande to Avenida Del Vista (#21) – LOS F

The addition of Project traffic does not result in any new roadway segment deficiencies.

TABLE 7-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR HORIZON YEAR (2040) CONDITIONS

#	Roadway	Segment Limits	Roadway Section[1]	LOS Capacity[2]	2040 NP ADT[3]	2040 NP V/C[4]	2040 NP LOS[5]	2040 WP ADT[3]	2040 WP V/C[4]	2040 WP LOS[5]	Acceptable LOS[6]	General Plan Classification
1	Serfas Club Dr.	Wardlow Rd. to SR-91 WB Ramps	4D	34,100	24,924	0.73	C	24,988	0.73	C	D	Major Arterial
2	Serfas Club Dr.	SR-91 WB Ramps to SR-91 EB Ramps	4D	34,100	24,279	0.71	C	24,540	0.72	C	D	Major Arterial
3	Serfas Club Dr.	SR-91 EB Ramps to Frontage Rd.	4D	34,100	28,853	0.85	D	29,220	0.86	D	D	Major Arterial
4	Serfas Club Dr.	Frontage Rd. to Pine Crest Dr.	4D	34,100	28,853	0.85	D	29,305	0.86	D	D	Major Arterial
5	Serfas Club Dr.	Pine Crest Dr. to Monterey Peninsula Dr.	3D	25,575	**25,002**	**0.98**	**E**	**25,254**	**0.99**	**E**	D	Major Arterial
6	Serfas Club Dr.	Monterey Peninsula Dr. to Palisades Dr.	3D	25,575	**23,888**	**0.93**	**E**	**24,140**	**0.94**	**E**	D	Major Arterial
7	Serfas Club Dr.	Palisades Dr. to Green River Rd.	4D	34,100	19,470	0.57	A	19,722	0.58	A	D	Major Arterial
8	Pine Crest Dr.	Serfas Club Dr. to Mountain View Dr.	2U	13,000	2,380	0.18	A	2,724	0.21	A	D	Local
9	Pine Crest Dr.	Mountain View Dr. to Paseo Grande	2U	13,000	2,321	0.18	A	2,661	0.20	A	D	Local
10	Paseo Grande	6th St. to Frontage Rd.	5U	32,375	18,395	0.57	A	18,888	0.58	A	D	Secondary Arterial
11	Paseo Grande	Frontage Rd. to Via Santiago	2U	12,950	**13,762**	**1.06**	**F**	**14,164**	**1.09**	**F**	D	Secondary Arterial
12	Paseo Grande	Via Santiago to Via Del Rio	2U	12,950	**12,535**	**0.97**	**E**	**12,969**	**1.00**	**F**	D	Secondary Arterial
13	Paseo Grande	Via Del Rio to Brae Burn Rd.	2U	13,000	4,926	0.38	A	5,496	0.42	A	D	Collector
14	Paseo Grande	Brae Burn Rd. to Driveway 4/Driveway 5	2U	13,000	4,398	0.34	A	4,968	0.38	A	D	Collector
15	Paseo Grande	Driveway 4/Driveway 5 to Pine Crest Dr.	2U	13,000	4,398	0.34	A	4,630	0.36	A	D	Collector
16	Paseo Grande	Pine Crest Dr. to Ontario Av.	2U	13,000	4,535	0.35	A	4,743	0.36	A	D	Collector
17	Paseo Grande	Ontario Av. to Green River Rd.	2U	13,000	7,833	0.60	B	7,947	0.61	B	D	Collector
18	Frontage Rd.	Serfas Club Dr. to Driveway 3	2D	13,000	8,504	0.65	B	8,627	0.66	B	D	Collector
19	Frontage Rd.	Driveway 3 to Paseo Grande	2U	13,000	8,504	0.65	B	8,627	0.66	B	D	Collector
20	6th St.	Maple St. to Paseo Grande	5D	42,625	**38,402**	**0.90**	**E**	**38,698**	**0.91**	**E**	D	Major Arterial
21	6th St.	Paseo Grande to Avenida Del Vista	5D	42,625	**44,689**	**1.05**	**F**	**44,801**	**1.05**	**F**	D	Major Arterial
22	Via Santiago	Frontage Rd. to Paseo Grande	2U	13,000	3,265	0.25	A	3,265	0.25	A	D	Collector
23	Via Santiago	Paseo Grande to Via Bernardo	2U	13,000	4,007	0.31	A	4,039	0.31	A	D	Collector
24	Via Santiago	Via Bernardo to Avenida Del Vista	2U	13,000	4,731	0.36	A	4,757	0.37	A	D	Collector
25	Ontario Av.	Paseo Grande to Avenida Del Vista	2D	13,000	4,965	0.38	A	5,059	0.39	A	D	Collector
26	Ontario Av.	Avenida Del Vista to Border Av.	2U	13,000	6,607	0.51	A	6,693	0.51	A	D	Collector
27	Avenida Del Vista	6th St. to Via Santiago	2D	13,000	10,497	0.81	D	10,525	0.81	D	D	Collector
28	Avenida Del Vista	Via Santiago to Via Del Rio	2U	13,000	6,158	0.47	A	6,186	0.48	A	D	Collector
29	Avenida Del Vista	Via Del Rio to Ontario Av.	2U	13,000	6,040	0.46	A	6,058	0.47	A	D	Collector

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

[1] U = Undivided; D = Divided

[2] These maximum roadway capacities have been obtained from the County of Riverside's Traffic Study Guidelines (December 2020).
Where applicable, LOS capacities have been interpolated for classifications not provided in the County's

[3] ADT = Average Daily Traffic

[4] V/C = Volume to Capacity Ratio

[5] LOS = Level of Service

[6] LOS D based on the County's and City's respective General Plans.

7.7 OFF-RAMP QUEUING ANALYSIS

7.7.1 ROADWAYS

Queuing analysis findings are presented in Tables 7-3 and 7-4 for Serfas Club Drive and Paseo Grande. As shown in Tables 7-3 and 7-4, the following movement is anticipated to experience queuing issues under Horizon Year (2040) traffic conditions:

- Auto Center Drive & SR-91 Westbound Ramps (#6), NBL – AM peak our only
- Auto Center Drive & SR-91 Westbound Ramps (#6), SBT – AM and PM peak hours
- Serfas Club Drive & SR-91 EB Ramps (#7), NBT – AM peak hour only
- Serfas Club Drive & Frontage Road (#8), NBT/R – AM and PM peak hours
- Serfas Club Drive & Frontage Road (#8), SBT/R – PM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), SBL – AM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), SBT – PM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), WBL – AM peak hour only
- Serfas Club Drive & Monterey Peninsula Drive (#11), SBL – PM peak hour only
- Serfas Club Drive & Monterey Peninsula Drive (#11), SBT/R – PM peak hour only
- Serfas Club Drive & Palisades Drive (#12), SBT – PM peak hour only
- Serfas Club Drive & Palisades Drive (#12), SBR – AM peak hour only
- Paseo Grande & Via Del Rio (#21), NBL/T/R – AM peak hour only
- Paseo Grande & Pine Crest Drive (#24), NBL/T – AM peak hour only
- Paseo Grande & Pine Crest Drive (#24), SBT/R – AM peak hour only

Horizon Year (2040) Without and With Project traffic conditions queuing analysis worksheets are provided in Appendix 7.5 and Appendix 7.6, respectively.

7.7.2 FREEWAY OFF-RAMPS

A queuing analysis was performed for the eastbound and westbound off-ramps at the SR-91 Freeway at Auto Center Drive/Serfas Club Drive and Maple Street/6th Street interchanges. Queuing analysis findings are presented in Table 7-5 for Horizon Year (2040) traffic conditions. As shown in Table 7-5, there are no anticipated off-ramp queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows. Worksheets for Horizon Year (2040) Without Project and With Project conditions off-ramp queuing analysis are provided in Appendices 7.5 and 7.6, respectively.

TABLE 7-3: SERFAS CLUB DRIVE PEAK HOUR QUEUING SUMMARY FOR HORIZON YEAR (2040) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	2040 Without Project 95th Percentile Queue (Feet)		Acceptable? [1]		2040 With Project 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	**647** [2]	160	**No**	Yes	**652** [2]	163	**No**	Yes
	NBT	365	12	51	Yes	Yes	12	51	Yes	Yes
	SBT	200	**412** [2]	**464** [2]	**No**	**No**	**413**	**467** [2]	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	**262**	123	**No**	Yes	**264**	127	**No**	Yes
	SBL	365	20	325 [2]	Yes	Yes	19	317 [2]	Yes	Yes
	SBT	365	47	220 [2]	Yes	Yes	47	225	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	90	64	Yes	Yes	104	91	Yes	Yes
	NBT/R	110	**545**	**269**	**No**	**No**	**547**	**274**	**No**	**No**
	SBL	150	91 [2]	144	Yes	Yes	94 [2]	151	Yes	Yes
	SBT/R	400	224	**499**	Yes	**No**	227	**542**	Yes	**No**
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	367	175	Yes	Yes	373	183	Yes	Yes
	NBR	145	30	14	Yes	Yes	31	15	Yes	Yes
	SBL	110	**252** [2]	94	**No**	Yes	**268** [2]	105	**No**	Yes
	SBT	110	119	**144**	Yes	**No**	122	**147**	Yes	**No**
	WBL	95	**180**	48	**No**	Yes	**184**	50	**No**	Yes
	WBR	245	62	21	Yes	Yes	63	25	Yes	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	19	41	Yes	Yes	19	41	Yes	Yes
	NBT/R	385	284	172	Yes	Yes	286	174	Yes	Yes
	SBL	50	36	**152** [2]	Yes	**No**	36	**152** [2]	Yes	**No**
	SBT/R	750	682	**1,542** [2]	Yes	**No**	699	**1,560** [2]	Yes	**No**
12 Serfas Club Dr. & Palisades Dr.	NBL	100	45	22	Yes	Yes	46	22	Yes	Yes
	NBT/R	345	145	60	Yes	Yes	146	62	Yes	Yes
	SBT	385	220	**1,077** [2]	Yes	**No**	227	**1,090** [2]	Yes	**No**
	SBR	100	**130**	12	**No**	Yes	**134**	12	**No**	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 7-4: PASEO GRANDE PEAK HOUR QUEUING SUMMARY FOR HORIZON YEAR (2040) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	2040 Without Project 95th Percentile Queue (Feet)		Acceptable? [1]		2040 With Project 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
21 Paseo Grande & Via Del Rio	NBL/T/R	560	**580**	30	**No**	Yes	**635**	38	**No**	Yes
	SBL/T/R	1,350	153	370	Yes	Yes	163	425	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	0	0	Yes	Yes	0	0	Yes	Yes
	SBT/R	560	0	0	Yes	Yes	0	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection				0	0	Yes	Yes
	SBL/T/R	230					0	0	Yes	Yes
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	**1,585**	20	**No**	Yes	**1,613**	23	**No**	Yes
	SBT/R	330	**648**	40	**No**	Yes	**680**	43	**No**	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 7-5: FREEWAY OFF-RAMP PEAK HOUR QUEUING SUMMARY FOR HORIZON YEAR (2040) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	2040 Without Project 95th Percentile Queue (Feet)		Acceptable? [1]		2040 With Project 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
6 Auto Center Dr. & SR-91 WB Off-Ramp	WBL	2,550	124 [2]	221 [2]	Yes	Yes	133 [2]	230 [2]	Yes	Yes
	WBL/T	2,550	143 [2]	221 [2]	Yes	Yes	143 [2]	230 [2]	Yes	Yes
	WBR	350	22	39	Yes	Yes	22	39	Yes	Yes
7 Serfas Club Dr. & SR-91 EB Off-Ramp	EBL	1,090	163	189	Yes	Yes	163	189	Yes	Yes
	EBL/T/R	1,090	165	190	Yes	Yes	165	190	Yes	Yes
	EBR	590	74	921 [2,3]	Yes	Yes	75	931 [2,3]	Yes	Yes
16 Maple St. & SR-91 WB Off-Ramp	WBL	360	27	94	Yes	Yes	27	94	Yes	Yes
	WBL/T	970	27	95	Yes	Yes	27	95	Yes	Yes
	WBR	360	11	33	Yes	Yes	11	33	Yes	Yes
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	EBL	415	236 [2]	227 [2]	Yes	Yes	236 [2]	227 [2]	Yes	Yes
	EBT	2,960	46	442	Yes	Yes	46	446	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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 SR-91 Freeway mainline.

7.8 HORIZON YEAR DEFICIENCIES AND IMPROVEMENTS

This section provides a summary of Project deficiencies and improvements based on the County of Riverside deficiency criteria discussed in Section 2.7 *Deficiency Criteria*.

7.8.1 INTERSECTIONS

Intersection improvements necessary to improve project-related traffic deficiencies are shown in Table 7-6. Table 7-6 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under Horizon Year (2040) traffic conditions. The improvements have been identified to bring the Horizon Year (2040) deficiencies back to acceptable levels. Intersection analysis worksheets for Horizon Year (2040) traffic conditions, with improvements, are provided in Appendix 7.7.

7.8.2 ROADWAY SEGMENTS

As shown previously in Table 7-2, there are study area roadway segments that are anticipated to operate at an unacceptable LOS under Horizon Year (2040) traffic conditions based on County's Roadway Segment Capacity Thresholds. Although roadway widening would increase the roadway capacity, such widening would be inconsistent with the County's General Plan. There is also insufficient right-of-way along the deficient roadway segments due to the existing residential.

Additionally, where the ADT based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis is undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity to determine whether roadway widening along the segment is necessary. For the purposes of this analysis, if the peak hour intersection operations on either side of the roadway segment are anticipated to operate at LOS D or better, then additional roadway segment widening is not recommended. Therefore, for the purposes of this assessment, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes. As such, no roadway widening has been identified for the roadway segment deficiencies identified in Table 7-2.

7.8.3 ROADWAY AND OFF-RAMP QUEUES

As shown in Tables 7-3 and 7-4, there are anticipated queuing issues for some movements along Serfas Club Drive and Paseo Grande. As discussed in Section 3.10 *Queuing Analysis*, the queuing issues along Serfas Club Drive and Paseo Grande are likely attributable to the congestion on the SR-91 Freeway westbound, due to vehicles attempting to merge onto the congested freeway during the AM peak hour. Since the queuing issues are due to freeway congestion, no roadway widening has been identified along Serfas Club Drive or Paseo Grande. Additionally, due to the existing residential along both Serfas Club Drive and Paseo Grande, there is not sufficient right-of-way to widen the existing roadways. Such roadway widening would likely not alleviate the queuing issues caused by the SR-91 Freeway itself.

There are no queuing issues anticipated at the study area off-ramps. As such, no improvements have been identified to the off-ramps.

TABLE 7-6: INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) CONDITIONS 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
13 Serfas Club Dr. & Green River Rd.																	
Without Improvements:	TS	0	1	0	1	1	1>	2	2	0	1	2	0	**70.3**	54.0	**E**	D
With Improvements:	**TS**[5]	0	1	0	1	1	1>	2	2	0	1	2	**1**	34.9	35.3	C	D
18 Paseo Grande & SR-91 EB On-Ramp/6th St.																	
Without Improvements:	TS	1	1	1	0	0	0	1	2	0	1	3	0	42.4	**72.9**	D	**E**
With Improvements:	TS	1	1	1	0	0	0	1	2	**1**	1	3	0	38.7	42.1	D	D
19 Paseo Grande & Frontage Rd.																	
Without Improvements:	AWS	0	2	0	0	1	1	0	1	0	0	0	0	**37.4**	**73.0**	**E**	**F**
With Improvements:	**TS**[4]	**1**	**1**	0	0	1	1	0	1	0	0	0	0	8.3	9.0	A	A
20 Paseo Grande & Via Santiago																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**68.3**	**F**	**F**
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	1	0	11.5	8.8	B	A
21 Paseo Grande & Via Del Rio																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**42.5**	**F**	**E**
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	1	0	19.4	9.9	B	A
With Improvements (Alternative):	**RA**	0	1	0	0	1	0	0	1	0	0	1	0	18.9	8.1	C	A
24 Paseo Grande & Pine Crest Dr.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	0	0	**>100.0**	9.9	**F**	A
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	0	0	9.9	7.5	A	A
25 Paseo Grande & Ontario Av.																	
Without Improvements:	AWS	0	1	1	0	1	0	0	1	0	1	1	1	**>100.0**	15.4	**F**	C
With Improvements:	**TS**[4]	0	1	1	0	1	0	0	1	0	1	1	1	12.4	7.3	B	A
With Improvements (Alternative):	**RA**	0	1	1	0	1	0	0	1	0	1	1	**0**	13.7	5.1	B	A
32 Avenida Del Vista & Via Santiago																	
Without Improvements:	AWS	1	1	0	1	1	0	0	1	d	1	1	0	**39.1**	18.4	**E**	C
With Improvements:	**TS**[4]	1	1	0	1	1	0	0	1	d	1	1	0	11.9	9.0	B	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

[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

[3] AWS = All-way Stop; RA = Roundabout; TS = Traffic Signal; **TS** = Improvement

[4] The installation of a traffic signal is required to bring this intersection to acceptable LOS during the AM peak hour. However, because of the location of the intersection in a residential area, Riverside County staff is unlikely to support the installation of a traffic signal which would only be beneficial during the

[5] Improvement includes striping a crosswalk on the west leg to provide pedestrian access while removing the crosswalk on the east leg in order to provide additional green time to other approaches.

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8 GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

This section discusses the methods used to develop the City of Corona's General Plan Buildout Without and With Project traffic forecasts, and the resulting intersection operations, traffic signal warrant, and freeway off-ramp queuing analyses.

8.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for GPBO 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 GPBO 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 GPBO conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

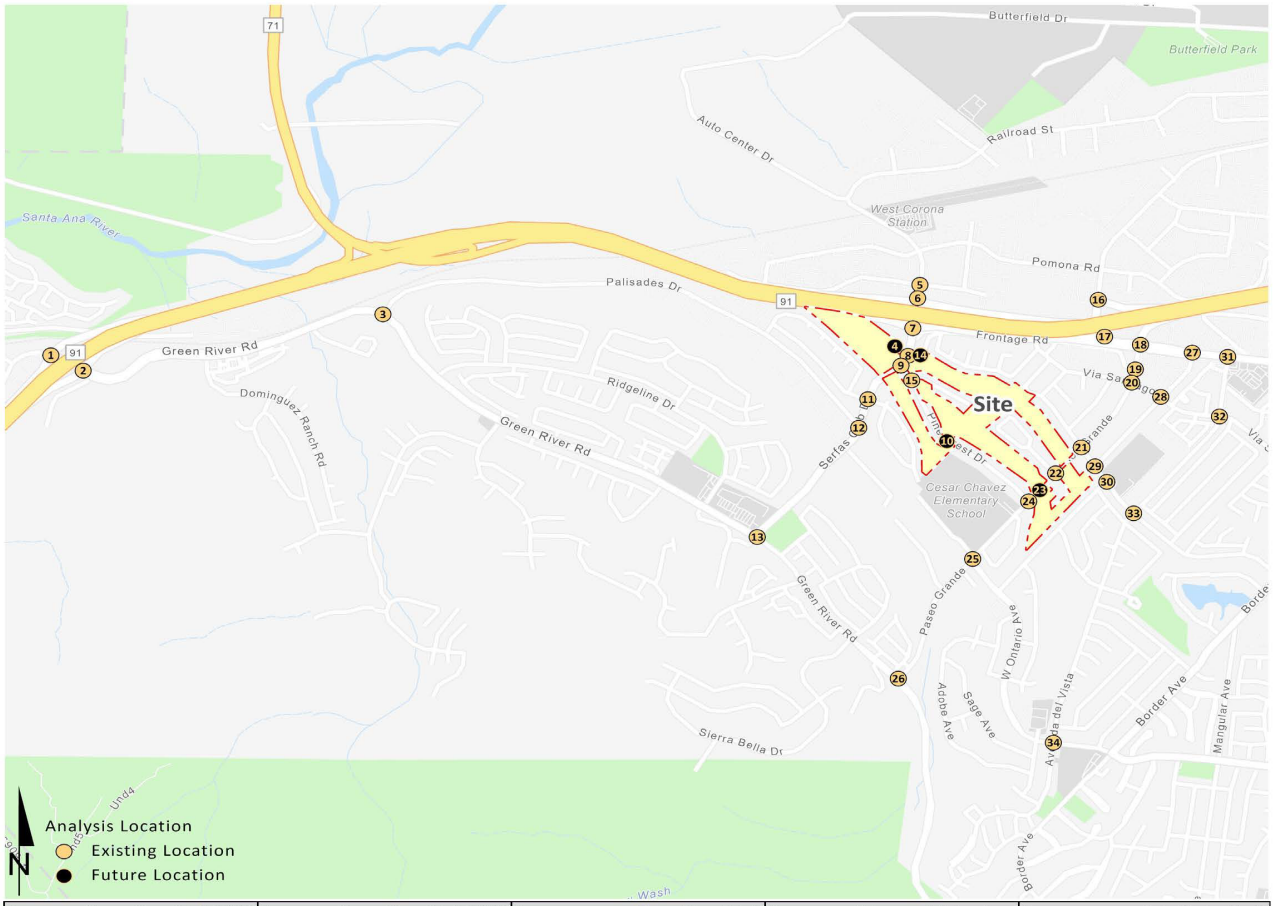
8.2 GPBO WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from RIVTAM (see Section 4.8 *Horizon Year Volume Development* of this TA for a detailed discussion on the post-processing methodology) plus a growth factor of 10.24% to adjust the volumes to the City of Corona's General Plan Buildout Year of 2045 (2% per year compounded annually over 5 years). The GPBO Without Project traffic forecasts reflect the future roadway network contemplated by the City and County's General Plan. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for GPBO Without Project traffic conditions are shown on Exhibit 8-1.

8.3 GPBO WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the GPBO Without Project forecasts from Section 8.2 above plus the proposed Project volumes. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for GPBO With Project traffic conditions are shown on Exhibit 8-2.

EXHIBIT 8-1: GPBO WITHOUT PROJECT TRAFFIC VOLUMES



1 Green River Rd. & SR-91 WB Ramps

			9,600
14,150	300(153) ↲	261(402) ↓	130(222) ↰ 4(23) ← 36(387) ↑
	2421(489) ↑	224(327) ↱	
12,850			23,850

2 Green River Rd. & SR-91 EB Ramps

			7,950
14,900	91(600) ↓	207(189) ↳	
	135(191) → 1(4) → 222(1678) ↲		2510(624) → 147(80) ↱
24,300			31,700

3 Green River Rd. & Palisades Dr.

			4,300
29,400	22(127) ↲	239(1798) ↓	91(179) ↳ 325(123) ↱ 27(16) ←
	8(51) ↑	2149(470) ↑	78(45) ↱
30,300			

4 Driveway 1 & Frontage Rd.

			4,400
			138(159) ←
	208(278) →		
4,400			

5 Auto Center Dr. & Wardlow Rd.

			3,350
23,800	33(46) ↲	913(987) ↓	16(15) ↳ 2(18) ↱ 16(3) ← 98(167) ↰
	7(33) ↳ 2(13) → 14(170) ↲		88(169) ↑ 534(615) ↑ 97(56) ↱
5,500			27,500

6 Auto Center Dr. & SR-91 WB Ramps

			7,150
27,500	727(599) ↲	299(725) ↓	61(105) ↰ 87(0) ← 93(481) ↑
	799(213) ↑	658(735) ↱	
15,600			26,800

7 Serfas Club Dr. & SR-91 EB Ramps

			18,350
26,800	339(836) ↓	54(370) ↳	
	432(491) ↳ 3(72) → 489(1021) ↲		1024(457) → 749(508) ↱
46,700			31,850

8 Serfas Club Dr. & Frontage Rd.

			9,400
31,350	51(93) ↲	631(1442) ↓	145(322) ↳ 296(72) ↱ 23(20) ← 332(137) ↰
	64(46) ↑	1332(728) ↑	70(173) ↱
4,400			30,550

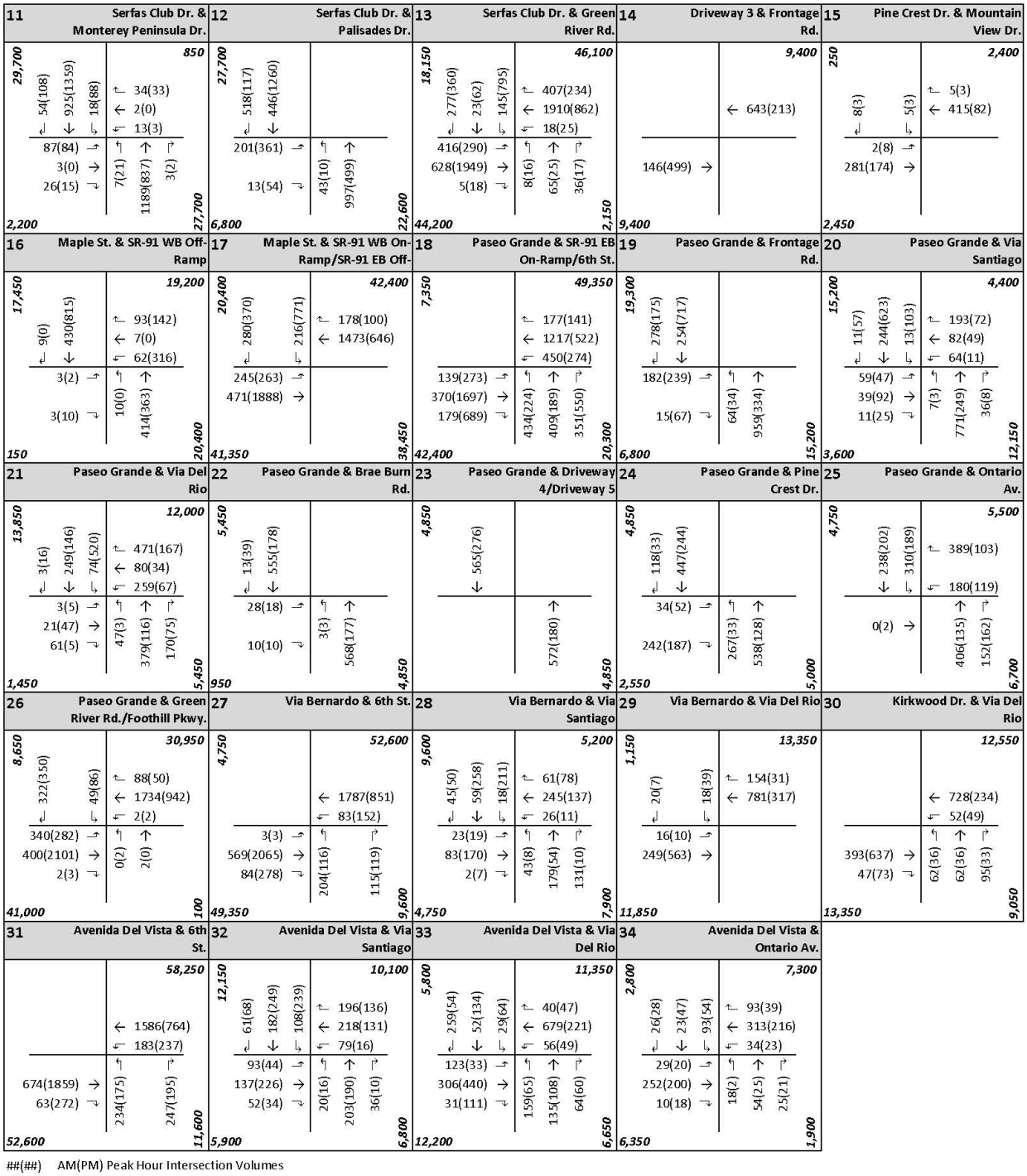
9 Serfas Club Dr. & Pine Crest Dr.

			2,650
31,850	805(1502) ↓	208(145) ↳	232(31) ↱ 191(54) ←
	1234(916) ↑	75(38) ↱	
29,700			

10 Driveway 2 & Pine Crest Dr.

			2,400
			420(85) ←
	286(177) →		
2,400			

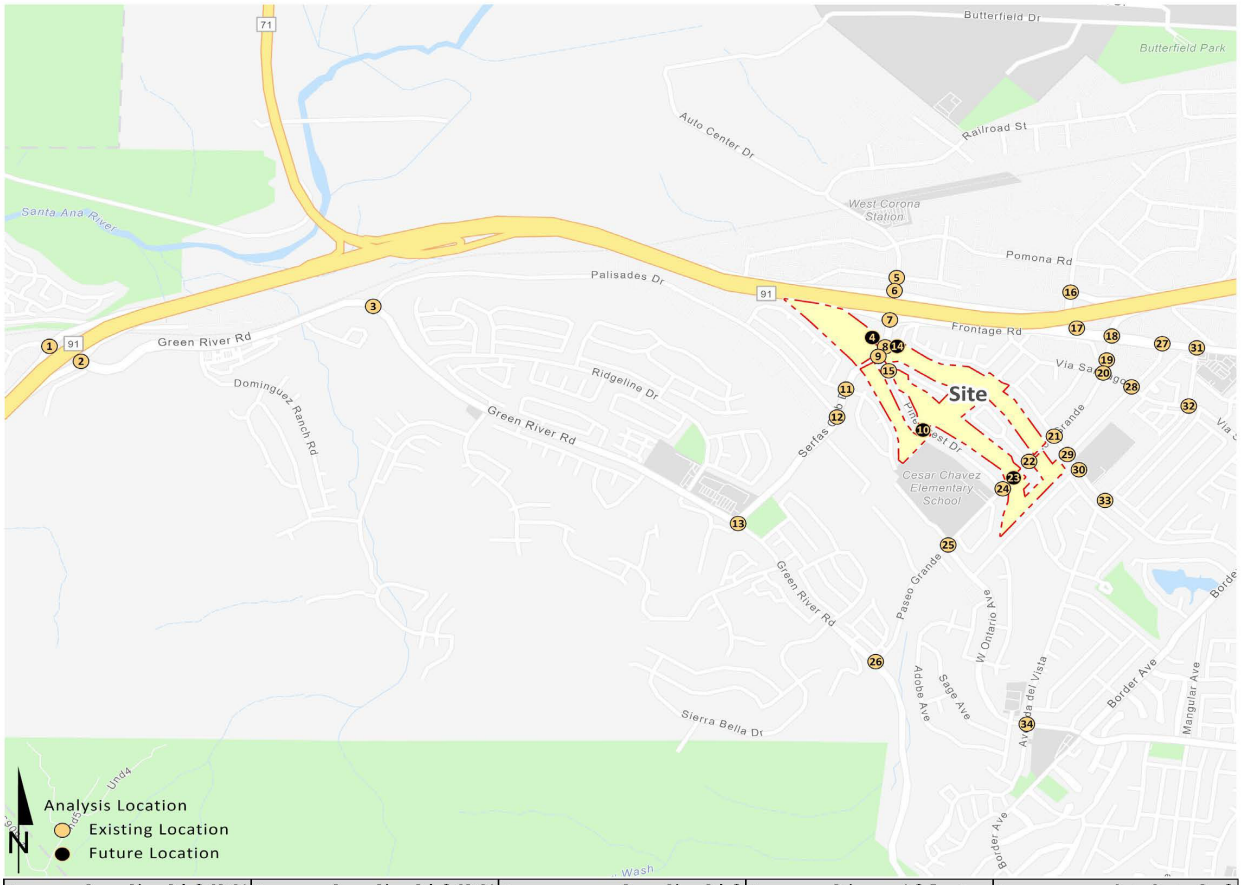
##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips



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

Average Daily Trips

EXHIBIT 8-2: GPBO WITH PROJECT TRAFFIC VOLUMES



1 Green River Rd. & SR-91 WB Ramps

											9,600
14,150		300(153)	261(402)					130(222)			
								4(23)			
								36(387)			
						2427(494)	224(327)				
12,950											23,950

2 Green River Rd. & SR-91 EB Ramps

											7,950
14,950			91(600)	207(189)							
				135(191)							
				1(4)							
				225(1685)							
							2516(629)	147(80)			
24,400											31,850

3 Green River Rd. & Palisades Dr.

											4,300
29,550		22(127)	242(1805)	91(179)				325(123)			
								27(16)			
							8(51)	2155(475)	78(45)		
30,450											

4 Driveway 1 & Frontage Rd.

											4,600
								138(159)			
								18(43)			
				208(278)					18(40)		
4,400											200

5 Auto Center Dr. & Wardlow Rd.

											3,350
23,850		33(46)	915(990)	16(15)				2(18)			
								16(3)			
								98(167)			
				7(33)							
				2(13)							
				14(170)							
							88(169)	536(617)	97(56)		
5,500											27,600

6 Auto Center Dr. & SR-91 WB Ramps

											7,300
27,600		727(599)	301(728)					61(105)			
								87(0)			
								99(494)			
						803(217)	660(737)				
15,650											27,050

7 Serfas Club Dr. & SR-91 EB Ramps

											18,400
27,050			347(852)	54(370)							
				432(491)							
				3(72)							
				492(1026)							
							1030(464)	753(512)			
46,750											32,200

8 Serfas Club Dr. & Frontage Rd.

											9,500
31,750		56(109)	633(1440)	148(330)				296(72)			
								24(22)			
								332(137)			
				152(178)							
				14(49)							
				60(91)							
							76(71)	1336(725)	70(173)		
5,150											31,000

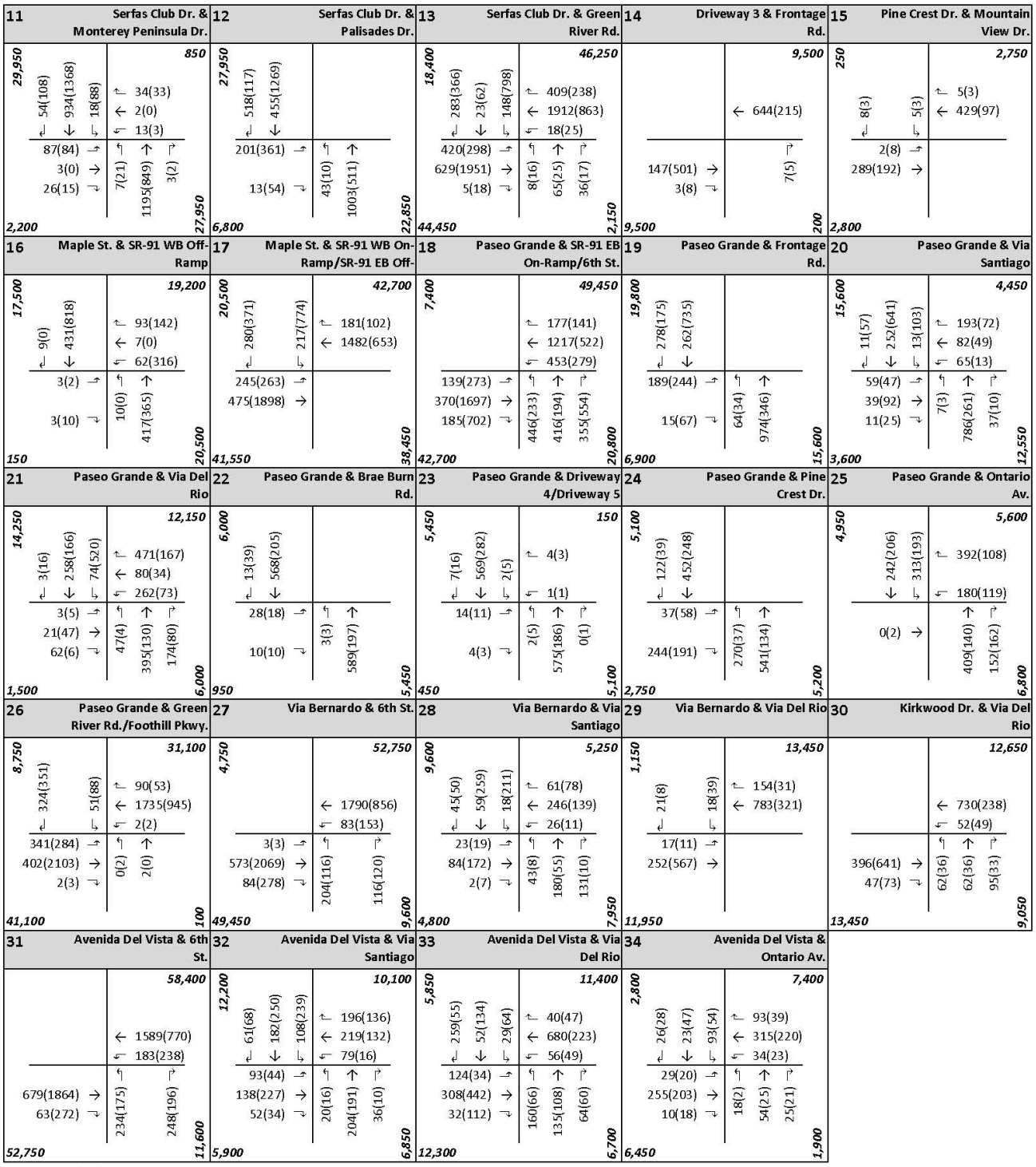
9 Serfas Club Dr. & Pine Crest Dr.

											2,950
32,300			811(1509)	215(160)				243(44)			
								194(56)			
						1239(925)	76(41)				
29,950											

10 Driveway 2 & Pine Crest Dr.

											2,550
								427(94)			
								0(1)			
				290(186)			7(5)	7(5)	1(1)		
				3(8)							
2,750											200

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



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

Average Daily Trips

8.4 INTERSECTION OPERATIONS ANALYSIS

8.4.1 GPBO WITHOUT PROJECT TRAFFIC CONDITIONS

Level of service calculations were conducted for the study intersections to evaluate their operations under GPBO Without Project traffic conditions with existing roadway and intersection geometrics consistent with those described under Section 8.1 *Roadway Improvements*. As shown in Table 8-1, the following study area intersections are anticipated to operate at an unacceptable LOS under GPBO Without Project traffic conditions:

- Serfas Club Drive & Green River Road (#13) – LOS F AM and PM peak hours
- Paseo Grande & SR-91 EB On-Ramp/SR-91 EB Off-Ramp/6th Street (#18) – LOS F PM peak hour only
- Paseo Grande & Frontage Road (#19) – LOS F AM and PM peak hours
- Paseo Grande & Via Santiago (#20) – LOS F AM and PM peak hours
- Paseo Grande & Via Del Rio (#21) – LOS F AM peak hours
- Paseo Grande & Pine Crest Drive (#24) – LOS F AM peak hour
- Paseo Grande & Ontario Avenue (#25) – LOS F AM peak hour only
- Avenida Del Vista & Via Santiago (#32) – LOS F AM peak hour only

The intersection operations analysis worksheets for Horizon Year (2040) Without Project traffic conditions are included in Appendix 7.1 of this report.

8.4.2 GPBO WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 8-1, there are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic, in addition to the intersections previously identified under GPBO Without Project traffic conditions. The intersection operations analysis worksheets for GPBO With Project traffic conditions are included in Appendix 8.2 of this report.

TABLE 8-1: INTERSECTION ANALYSIS FOR GPBO CONDITIONS

#	Intersection	Traffic Control[2]	GPBO Without Project Delay[1] (secs.) AM	GPBO Without Project Delay[1] (secs.) PM	GPBO Without Project Level of Service AM	GPBO Without Project Level of Service PM	GPBO With Project Delay[1] (secs.) AM	GPBO With Project Delay[1] (secs.) PM	GPBO With Project Level of Service AM	GPBO With Project Level of Service PM
1	Green River Rd. & SR-91 WB Ramps	TS	51.9	35.2	D	D	52.7	35.6	D	D
2	Green River Rd. & SR-91 EB Ramps	TS	37.6	41.3	D	D	41.2	41.5	D	D
3	Green River Rd. & Palisades Dr.	TS	16.9	15.2	B	B	16.9	15.3	B	B
4	Driveway 1 & Frontage Rd.	**CSS**	Future Intersection				9.5	10.2	A	B
5	Auto Center Dr. & Wardlow Rd.	TS	14.8	24.9	B	C	14.8	25.0	B	C
6	Auto Center Dr. & SR-91 WB Ramps	TS	53.9	20.7	D	C	54.2	21.2	D	C
7	Serfas Club Dr. & SR-91 EB Ramps	TS	29.9	50.6	C	D	30.2	51.0	C	D
8	Serfas Club Dr. & Frontage Rd.	TS	27.1	19.6	C	B	28.5	22.0	C	C
9	Serfas Club Dr. & Pine Crest Dr.	TS	15.8	6.6	B	A	16.7	7.0	B	A
10	Driveway 2 & Pine Crest Dr.	**CSS**	Future Intersection				14.5	10.2	B	B
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	11.3	48.7	B	D	11.4	50.0	B	D
12	Serfas Club Dr. & Palisades Dr.	TS	9.5	31.9	A	C	9.6	33.0	A	C
13	Serfas Club Dr. & Green River Rd.	TS	**103.9**	**80.6**	**F**	**F**	**104.9**	**81.1**	**F**	**F**
14	Driveway 3 & Frontage Rd.	**CSS**	Future Intersection				9.1	11.8	A	B
15	Pine Crest Dr. & Mountain View Dr.	CSS	13.6	9.5	B	A	13.8	9.7	B	A
16	Maple St. & SR-91 WB Off-Ramp	TS	8.7	10.6	A	B	8.8	10.6	A	B
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	TS	39.7	32.1	D	C	40.4	32.5	D	C
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	46.5	**104.2**	D	**F**	46.8	**107.2**	D	**F**
19	Paseo Grande & Frontage Rd.	AWS	**53.4**	**98.0**	**F**	**F**	**57.9**	**>100.0**	**F**	**F**
20	Paseo Grande & Via Santiago	AWS	**>100.0**	**96.3**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
21	Paseo Grande & Via Del Rio	AWS	**>100.0**	**60.7**	**F**	**F**	**>100.0**	**70.2**	**F**	**F**
22	Paseo Grande & Brae Burn Rd.	CSS	21.6	10.4	C	B	22.3	10.6	C	B
23	Paseo Grande & Driveway 4/Driveway 5	**CSS**	Future Intersection				28.4	12.6	D	B
24	Paseo Grande & Pine Crest Dr.	AWS	**>100.0**	10.2	**F**	B	**>100.0**	10.5	**F**	B
25	Paseo Grande & Ontario Av.	AWS	**>100.0**	17.9	**F**	C	**>100.0**	18.7	**F**	C
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	32.6	22.6	C	C	32.7	22.7	C	C
27	Via Bernardo & 6th St.	TS	16.6	51.9	B	D	16.7	52.4	B	D
28	Via Bernardo & Via Santiago	AWS	13.7	23.0	B	C	13.8	23.4	B	C
29	Via Bernardo & Via Del Rio	CSS	28.5	19.7	D	C	28.8	19.8	D	C
30	Kirkwood Dr. & Via Del Rio	CSS	21.8	19.7	C	C	22.0	20.0	C	C
31	Avenida Del Vista & 6th St.	TS	13.3	48.4	B	D	13.4	49.1	B	D
32	Avenida Del Vista & Via Santiago	AWS	**58.3**	23.0	**F**	C	**59.1**	23.2	**F**	C
33	Avenida Del Vista & Via Del Rio	TS	19.8	15.9	B	B	19.8	15.9	B	B
34	Avenida Del Vista & Ontario Av.	AWS	14.3	10.6	B	B	14.5	10.7	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.

[2] CSS = Cross-street Stop; TS = Traffic Signal; RB = Roundabout; **CSS** = Improvement

8.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

There are no additional study area intersections anticipated to meet either peak hour or planning level (ADT) warrants for GPBO Without Project conditions in addition to the locations previously warranted (see Appendix 8.3).

The traffic signal warrant analysis for GPBO With Project traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following study area intersection is anticipated to meet a peak hour volume-based traffic signal warrant for GPBO With Project conditions in addition to the locations previously warranted (see Appendix 8.4):

- Via Bernardo & Via Santiago (#28)

8.6 ROADWAY SEGMENT CAPACITY ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County's Guidelines. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 8-2 provides a summary of the GPBO conditions roadway segment capacity analysis. As shown in Table 8-2, the following study area roadway segments are anticipated to operate at an unacceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria:

- Serfas Club Drive, from SR-91 Eastbound Ramps to Frontage Road (#3) – LOS E
- Serfas Club Drive, from Frontage Road to Pine Crest Drive (#4) – LOS E
- Serfas Club Drive, from Pine Crest Drive to Monterey Peninsula Drive (#5) – LOS F
- Serfas Club Drive, from Monterey Peninsula Drive to Palisades Drive (#6) – LOS F
- Paseo Grande, from Frontage Road to Via Santiago (#11) – LOS F
- Paseo Grande, from Via Santiago to Via Del Rio (#12) – LOS F
- 6th Street, from Maple Street to Paseo Grande (#20) - LOS E
- 6th Street, from Paseo Grande to Avenida Del Vista (#21) – LOS F

The addition of Project traffic does not result in any new roadway segment deficiencies.

TABLE 8-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR GPBO CONDITIONS

#	Roadway	Segment Limits	Roadway Section[1]	LOS Capacity[2]	GPBO NP ADT[3]	GPBO NP V/C[4]	GPBO NP LOS[5]	GPBO WP ADT[3]	GPBO WP V/C[4]	GPBO WP LOS[5]	Acceptable LOS[6]	General Plan Classification
1	Serfas Club Dr.	Wardlow Rd. to SR-91 WB Ramps	4D	34,100	27,518	0.81	D	27,582	0.81	D	D	Major Arterial
2	Serfas Club Dr.	SR-91 WB Ramps to SR-91 EB Ramps	4D	34,100	26,806	0.79	C	27,067	0.79	C	D	Major Arterial
3	Serfas Club Dr.	SR-91 EB Ramps to Frontage Rd.	4D	34,100	**31,856**	**0.93**	**E**	**32,223**	**0.94**	**E**	D	Major Arterial
4	Serfas Club Dr.	Frontage Rd. to Pine Crest Dr.	4D	34,100	**31,856**	**0.93**	**E**	**32,308**	**0.95**	**E**	D	Major Arterial
5	Serfas Club Dr.	Pine Crest Dr. to Monterey Peninsula Dr.	3D	25,575	**27,605**	**1.08**	**F**	**27,857**	**1.09**	**F**	D	Major Arterial
6	Serfas Club Dr.	Monterey Peninsula Dr. to Palisades Dr.	3D	25,575	**26,374**	**1.03**	**F**	**26,626**	**1.04**	**F**	D	Major Arterial
7	Serfas Club Dr.	Palisades Dr. to Green River Rd.	4D	34,100	21,497	0.63	B	21,749	0.64	B	D	Major Arterial
8	Pine Crest Dr.	Serfas Club Dr. to Mountain View Dr.	2U	13,000	2,628	0.20	A	2,972	0.23	A	D	Local
9	Pine Crest Dr.	Mountain View Dr. to Paseo Grande	2U	13,000	2,562	0.20	A	2,902	0.22	A	D	Local
10	Paseo Grande	6th St. to Frontage Rd.	5U	32,375	20,310	0.63	B	20,803	0.64	B	D	Secondary Arterial
11	Paseo Grande	Frontage Rd. to Via Santiago	2U	12,950	**15,194**	**1.17**	**F**	**15,596**	**1.20**	**F**	D	Secondary Arterial
12	Paseo Grande	Via Santiago to Via Del Rio	2U	12,950	**13,840**	**1.07**	**F**	**14,274**	**1.10**	**F**	D	Secondary Arterial
13	Paseo Grande	Via Del Rio to Brae Burn Rd.	2U	13,000	5,439	0.42	A	6,009	0.46	A	D	Collector
14	Paseo Grande	Brae Burn Rd. to Driveway 4/Driveway 5	2U	13,000	4,856	0.37	A	5,426	0.42	A	D	Collector
15	Paseo Grande	Driveway 4/Driveway 5 to Pine Crest Dr.	2U	13,000	4,856	0.37	A	5,088	0.39	A	D	Collector
16	Paseo Grande	Pine Crest Dr. to Ontario Av.	2U	13,000	5,007	0.39	A	5,215	0.40	A	D	Collector
17	Paseo Grande	Ontario Av. to Green River Rd.	2U	13,000	8,648	0.67	B	8,762	0.67	B	D	Collector
18	Frontage Rd.	Serfas Club Dr. to Driveway 3	2D	13,000	9,389	0.72	C	9,512	0.73	C	D	Collector
19	Frontage Rd.	Driveway 3 to Paseo Grande	2U	13,000	9,389	0.72	C	9,512	0.73	C	D	Collector
20	6th St.	Maple St. to Paseo Grande	5D	42,625	**42,399**	**0.99**	**E**	**42,695**	**1.00**	**F**	D	Major Arterial
21	6th St.	Paseo Grande to Avenida Del Vista	5D	42,625	**49,340**	**1.16**	**F**	**49,452**	**1.16**	**F**	D	Major Arterial
22	Via Santiago	Frontage Rd. to Paseo Grande	2U	13,000	3,604	0.28	A	3,604	0.28	A	D	Collector
23	Via Santiago	Paseo Grande to Via Bernardo	2U	13,000	4,425	0.34	A	4,457	0.34	A	D	Collector
24	Via Santiago	Via Bernardo to Avenida Del Vista	2U	13,000	5,223	0.40	A	5,249	0.40	A	D	Collector
25	Ontario Av.	Paseo Grande to Avenida Del Vista	2D	13,000	5,482	0.42	A	5,576	0.43	A	D	Collector
26	Ontario Av.	Avenida Del Vista to Border Av.	2U	13,000	7,295	0.56	A	7,381	0.57	A	D	Collector
27	Avenida Del Vista	6th St. to Via Santiago	2D	13,000	11,590	0.89	D	11,618	0.89	D	D	Collector
28	Avenida Del Vista	Via Santiago to Via Del Rio	2U	13,000	6,799	0.52	A	6,827	0.53	A	D	Collector
29	Avenida Del Vista	Via Del Rio to Ontario Av.	2U	13,000	6,669	0.51	A	6,687	0.51	A	D	Collector

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

[1] U = Undivided; D = Divided

[2] These maximum roadway capacities have been obtained from the County of Riverside's Traffic Study Guidelines (December 2020).
Where applicable, LOS capacities have been interpolated for classifications not provided in the County's

[3] ADT = Average Daily Traffic

[4] V/C = Volume to Capacity Ratio

[5] LOS = Level of Service

[6] LOS D based on the County's and City's respective General Plans.

8.7 OFF-RAMP QUEUING ANALYSIS

8.7.1 ROADWAYS

Queuing analysis findings are presented in Tables 8-3 and 8-4 for Serfas Club Drive and Paseo Grande. As shown in Tables 8-3 and 8-4, the following movement is anticipated to experience queuing issues under GPBO Without Project traffic conditions:

- Auto Center Drive & SR-91 Westbound Ramps (#6), NBL – AM peak our only
- Auto Center Drive & SR-91 Westbound Ramps (#6), SBT – AM and PM peak hours
- Serfas Club Drive & SR-91 EB Ramps (#7), NBT – AM peak hour only
- Serfas Club Drive & Frontage Road (#8), NBT/R – AM and PM peak hours
- Serfas Club Drive & Frontage Road (#8), SBT/R – PM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), SBL – AM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), WBL – AM peak hour only
- Serfas Club Drive & Monterey Peninsula Drive (#11), SBT/R – PM peak hour only
- Serfas Club Drive & Monterey Peninsula Drive (#11), SBL – PM peak hour only
- Serfas Club Drive & Palisades Drive (#12), SBT – PM peak hour only
- Serfas Club Drive & Palisades Drive (#12), SBR – AM peak hour only
- Paseo Grande & Via Del Rio (#21), NBL/T/R – AM peak hour only
- Paseo Grande & Pine Crest Drive (#24), NBL/T – AM peak hour only
- Paseo Grande & Pine Crest Drive (#24), SBT/R – AM peak hour only

The following movement is anticipated to experience queuing issues under GPBO With Project traffic conditions:

- Serfas Club Drive & Frontage Road (#8), SBL – PM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), NBR – AM peak hour only

GPBO Without and With Project traffic conditions queuing analysis worksheets are provided in Appendix 8.5 and Appendix 8.6, respectively.

8.7.2 FREEWAY OFF-RAMPS

A queuing analysis was performed for the eastbound and westbound off-ramps at the SR-91 Freeway at Auto Center Drive/Serfas Club Drive and Maple Street/6th Street interchanges. Queuing analysis findings are presented in Table 8-5 for GPBO traffic conditions. As shown in Table 8-5, the following movement is anticipated to experience queuing issues during the weekday AM or PM peak 95th percentile traffic flows:

- Serfas Club Drive & Frontage Road (#8), SBL – PM peak hour only

Worksheets for GPBO Without Project and With Project conditions off-ramp queuing analysis are provided in Appendices 8.5 and 8.6, respectively.

TABLE 8-3: SERFAS CLUB DRIVE PEAK HOUR QUEUING SUMMARY FOR GPBO CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	2045 Without Project 95th Percentile Queue (Feet)		Acceptable? [1]		2045 With Project 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	**749** [2]	195 [2]	**No**	Yes	**754**	200 [2]	**No**	Yes
	NBT	365	18	64	Yes	Yes	18	63	Yes	Yes
	SBT	200	**475** [2]	**543**	**No**	**No**	**476**	**544** [2]	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	**312**	146	**No**	Yes	**315**	149	**No**	Yes
	SBL	365	19	317 [2]	Yes	Yes	19	309 [2]	Yes	Yes
	SBT	365	47	230	Yes	Yes	47	234	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	97	70	Yes	Yes	111	99	Yes	Yes
	NBT/R	110	**638**	**316**	**No**	**No**	**645** [2]	**326**	**No**	**No**
	SBL	150	105 [2]	158	Yes	Yes	109 [2]	**170**	Yes	**No**
	SBT/R	400	251	**612**	Yes	**No**	254	**732** [2]	Yes	**No**
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	441	209	Yes	Yes	340	220	Yes	Yes
	NBR	145	34	16	Yes	Yes	**147**	17	**No**	Yes
	SBL	110	**326** [2]	111	**No**	No	**218** [2]	**124**	**No**	**No**
	SBT	110	91	177	Yes	Yes	91	180	Yes	Yes
	WBL	95	**213**	55	**No**	Yes	**446**	59	**No**	Yes
	WBR	245	79	23	Yes	Yes	35	28	Yes	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	23	44	Yes	Yes	23	44	Yes	Yes
	NBT/R	385	332	194	Yes	Yes	335	197	Yes	Yes
	SBL	50	39	**170** [2]	Yes	**No**	39	**170** [2]	Yes	**No**
	SBT/R	750	**967** [2]	**1,781** [2]	**No**	**No**	**981** [2]	**1,796** [2]	**No**	**No**
12 Serfas Club Dr. & Palisades Dr.	NBL	100	52	23	Yes	Yes	53	23	Yes	Yes
	NBT/R	345	164	66	Yes	Yes	164	68	Yes	Yes
	SBT	385	250	**1,247** [2]	Yes	**No**	256	**1,261** [2]	Yes	**No**
	SBR	100	**165**	16	**No**	Yes	**168**	16	**No**	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 8-4: PASEO GRANDE PEAK HOUR QUEUING SUMMARY FOR GPBO CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	2045 Without Project 95th Percentile Queue (Feet)		Acceptable? [1]		2045 With Project 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
21 Paseo Grande & Via Del Rio	NBL/T/R	560	**718**	38	**No**	Yes	**773**	43	**No**	Yes
	SBL/T/R	1,350	190	555	Yes	Yes	200	618	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	0	0	Yes	Yes	0	0	Yes	Yes
	SBT/R	560	0	0	Yes	Yes	0	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection				0	0	Yes	Yes
	SBL/T/R	230					0	0	Yes	Yes
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	**1,890**	23	**No**	Yes	**1,915**	25	**No**	Yes
	SBT/R	330	**830**	48	**No**	Yes	**865**	50	**No**	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

TABLE 8-5: FREEWAY OFF-RAMP PEAK HOUR QUEUING SUMMARY FOR GPBO CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	2045 Without Project 95th Percentile Queue (Feet)		Acceptable? [1]		2045 With Project 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
6 Auto Center Dr. & SR-91 WB Off-Ramp	WBL	2,550	138 [2]	253 [2]	Yes	Yes	148 [2]	263 [2]	Yes	Yes
	WBL/T	2,550	158 [2]	255 [2]	Yes	Yes	158 [2]	264 [2]	Yes	Yes
	WBR	350	26	41	Yes	Yes	26	41	Yes	Yes
7 Serfas Club Dr. & SR-91 EB Off-Ramp	EBL	1,090	180	210	Yes	Yes	180	210	Yes	Yes
	EBL/T/R	1,090	182	212	Yes	Yes	182	212	Yes	Yes
	EBR	590	79	1,061 [2]	Yes	Yes	87	1,070 [2]	Yes	Yes
16 Maple St. & SR-91 WB Off-Ramp	WBL	360	29	104	Yes	Yes	29	104	Yes	Yes
	WBL/T	970	30	104	Yes	Yes	30	104	Yes	Yes
	WBR	360	16	34	Yes	Yes	16	34	Yes	Yes
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	EBL	415	270 [2]	261 [2]	Yes	Yes	270 [2]	261 [2]	Yes	Yes
	EBT	2,960	51	598 [2]	Yes	Yes	51	659 [2]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

8.8 HORIZON YEAR DEFICIENCIES AND IMPROVEMENTS

This section provides a summary of Project deficiencies and improvements based on the County of Riverside deficiency criteria discussed in Section 2.7 *Deficiency Criteria*.

8.8.1 INTERSECTIONS

Intersection improvements necessary to improve project-related traffic deficiencies are shown in Table 8-6. Table 8-6 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under GPBO traffic conditions. The improvements have been identified to bring the GPBO deficiencies back to acceptable levels. Intersection analysis worksheets for GPBO traffic conditions, with improvements, are provided in Appendix 8.7.

8.8.2 ROADWAY SEGMENTS

As shown previously in Table 8-2, there are study area roadway segments that are anticipated to operate at an unacceptable LOS under GPBO traffic conditions based on County's Roadway Segment Capacity Thresholds. Although roadway widening would increase the roadway capacity, such widening would be inconsistent with the County's General Plan. There is also insufficient right-of-way along the deficient roadway segments due to the existing residential.

Additionally, where the ADT based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis is undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity to determine whether roadway widening along the segment is necessary. For the purposes of this analysis, if the peak hour intersection operations on either side of the roadway segment are anticipated to operate at LOS D or better, then additional roadway segment widening is not recommended. Therefore, for the purposes of this assessment, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes. As such, no roadway widening has been identified for the roadway segment deficiencies identified in Table 8-2.

8.8.3 ROADWAY AND OFF-RAMP QUEUES

As shown in Tables 8-3 and 8-4, there are anticipated queuing issues for some movements along Serfas Club Drive and Paseo Grande. As discussed in Section 3.10 *Queuing Analysis*, the queuing issues along Serfas Club Drive and Paseo Grande are likely attributable to the congestion on the SR-91 Freeway westbound, due to vehicles attempting to merge onto the congested freeway during the AM peak hour. Since the queuing issues are due to freeway congestion, no roadway widening has been identified along Serfas Club Drive or Paseo Grande. Additionally, due to the existing residential along both Serfas Club Drive and Paseo Grande, there is not sufficient right-of-way to widen the existing roadways. Such roadway widening would likely not alleviate the queuing issues caused by the SR-91 Freeway itself.

There are no queuing issues anticipated at the study area off-ramps. As such, no improvements have been identified to the off-ramps.

TABLE 8-6: INTERSECTION ANALYSIS FOR GPBO 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
13 Serfas Club Dr. & Green River Rd.																	
Without Improvements:	TS	0	1	0	1	1	1>	2	2	0	1	2	0	**104.9**	**81.1**	**F**	**F**
With Improvements:	**TS**[5]	0	1	0	1	1	1>	2	2	0	1	2	**1**	50.7	54.5	D	D
18 Paseo Grande & SR-91 EB On-Ramp/6th St.																	
Without Improvements:	TS	1	1	1	0	0	0	1	2	0	1	3	0	46.8	**107.2**	D	**F**
With Improvements:	TS	1	1	1	0	0	0	1	2	**1**	1	3	0	39.5	54.4	D	D
19 Paseo Grande & Frontage Rd.																	
Without Improvements:	AWS	0	2	0	0	1	1	0	1	0	0	0	0	**57.9**	**>100.0**	**F**	**F**
With Improvements:	**TS**[4]	**1**	**1**	0	0	1	1	0	1	0	0	0	0	9.0	10.1	A	B
20 Paseo Grande & Via Santiago																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	1	0	14.2	9.4	B	A
21 Paseo Grande & Via Del Rio																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**70.2**	**F**	**F**
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	1	0	37.3	12.1	D	B
With Improvements (Alternative):	**RA**	0	1	0	0	1	0	0	1	0	0	1	0	33.6	9.3	D	A
24 Paseo Grande & Pine Crest Dr.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	0	0	**>100.0**	10.5	**F**	B
With Improvements:	**TS**[4]	0	1	0	0	1	0	0	1	0	0	0	0	18.2	7.7	B	A
25 Paseo Grande & Ontario Av.																	
Without Improvements:	AWS	0	1	1	0	1	0	0	1	0	1	1	1	**>100.0**	18.7	**F**	C
With Improvements:	**TS**[4]	0	1	1	0	1	0	0	1	0	1	1	1	23.2	7.6	C	A
With Improvements (Alternative):	**RA**	0	1	1	0	1	0	0	1	0	1	1	**0**	18.6	5.5	C	A
32 Avenida Del Vista & Via Santiago																	
Without Improvements:	AWS	1	1	0	1	1	0	0	1	d	1	1	0	**59.1**	23.2	**F**	C
With Improvements:	**TS**[4]	1	1	0	1	1	0	0	1	d	1	1	0	14.9	9.6	B	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

[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

[3] AWS = All-way Stop; RA = Roundabout; TS = Traffic Signal; **TS** = Improvement

[4] The installation of a traffic signal is required to bring this intersection to acceptable LOS during the AM peak hour. However, because of the location of the intersection in a residential area, Riverside County staff is unlikely to support the installation of a traffic signal which would only be beneficial during the

[5] Improvement includes striping a crosswalk on the west leg to provide pedestrian access while removing the crosswalk on the east leg in order to provide additional green time to other approaches.

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9 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the County of Riverside are funded through a combination of improvements constructed by the Project, development impact fee programs. Fee programs applicable to the Project are described below.

9.1 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the WRCOG based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. (3) This regional program was put into place to ensure that development pays its fair share, and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County. The Project is located within the Northwest Zone.

9.2 RIVERSIDE COUNTY DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Project is located within the County's Temescal Canyon Area Plan and therefore will be subject to County of Riverside DIF in an effort by the County to address development throughout its unincorporated area. The DIF program consists of two separate transportation components: the Roads, Bridges and Major Improvements component and the Traffic Signals component. Eligible facilities for funding by the County DIF program are identified on the County's Public Needs List, which currently extends through the year 2020. (9) A comprehensive review of the DIF program is now planned in order to update the nexus study. This will result in development of a revised "needs list" extending the program time horizon from 2010 to 2030.

The County's DIF program includes a traffic signal list and associated costs. Only traffic signals included in the DIF program are eligible for DIF credit. Credit is only available up to the amount identified in the DIF program which is subject to discussions with County staff.

9.3 MEASURE A

Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2038. Measure A funds a wide variety of transportation projects and services throughout the County. RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election.

9.4 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. 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 9-1 for the applicable deficient study area intersections. The fair share calculations in Table 9-1 also include a breakdown of the applicable percentage for each Planning Area based on the total peak hour trips. 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 9-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection		Existing (2023)	Project	GPBO With Project Volume	Total New Traffic	Project % of New Traffic	Proportional Share by Planning Area: Planning Area 1[1]	Planning Area 2	Planning Area 3[2]	Planning Area 4[3]	Planning Area 5[4]
13	Serfas Club Dr. & Green River Rd.											
		AM:	2,335	18	3,956	1,621	1.1%					
		PM:	2,607	24	4,676	2,069	**1.2%**	0.2%	0.4%	0.4%	0.1%	0.1%
18	Paseo Grande & SR-91 EB On-Ramp/6th St.											
		AM:	2,167	32	3,758	1,591	**2.0%**	0.3%	0.5%	0.8%	0.2%	0.2%
		PM:	2,543	36	4,594	2,051	1.8%					
19	Paseo Grande & Frontage Rd.											
		AM:	1,070	30	1,781	711	4.2%					
		PM:	957	35	1,601	644	**5.4%**	0.7%	1.7%	2.0%	0.6%	0.4%
20	Paseo Grande & Via Santiago											
		AM:	935	25	1,555	620	4.0%					
		PM:	819	34	1,374	555	**6.1%**	0.8%	1.9%	2.3%	0.7%	0.5%
21	Paseo Grande & Via Del Rio											
		AM:	1,103	33	1,850	747	4.4%					
		PM:	735	47	1,250	515	**9.1%**	1.2%	2.8%	3.4%	1.0%	0.7%
24	Paseo Grande & Pine Crest Dr.											
		AM:	924	20	1,665	741	2.7%					
		PM:	284	30	706	422	**7.1%**	0.9%	2.2%	2.7%	0.8%	0.5%
25	Paseo Grande & Ontario Av.											
		AM:	958	13	1,689	731	1.8%					
		PM:	392	18	929	537	**3.4%**	0.4%	1.0%	1.3%	0.4%	0.3%
32	Avenida Del Vista & Via Santiago											
		AM:	820	3	1,388	568	0.5%					
		PM:	785	4	1,364	579	**0.7%**	0.1%	0.2%	0.3%	0.1%	0.1%

BOLD = Denotes highest fair share percentage.

[1] Planning Area 1 = Tentative Tract Map No. 37504

[2] Planning Area 3 = Tentative Tract Map No. 37501

[3] Planning Area 4 = Tentative Tract Map No. 37502

[4] Planning Area 5 = Tentative Tract Map No. 37503

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10 REFERENCES

1. **County of Riverside Transportation Department.** *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled.* County of Riverside : s.n., December 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
3. **Western Riverside Council of Governments.** *TUMF Nexus Study, 2016 Program Update.* July 10, 2017.
4. **City of Corona.** *City of Corona 2020-2040 General Plan.* Corona : s.n., Adopted June 3, 2020 (Resolution 2020-037).
5. **VRPA Technologies, Inc. for Riverside County Transportation Commission.** *Riverside County Long Range Transportation Study.* County of Riverside : VRPA Technologies, Inc., December 2019.
6. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
7. **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).
8. **Southern California Association of Governments (SCAG).** *2020 Regional Transportation Plan / Sustainable Communities Strategy.* Adopted September 2020.
9. **Willdan Financial Services.** *County of Riverside Development Impact Fee Study Update.* County of Riverside : s.n., 2013.

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APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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SCOPING AGREEMENT FOR TRANSPORTATION LOS ANALYSIS

This letter acknowledges the Riverside County Transportation Department requirements for transportation level of service analysis of the following project. The analysis must follow the Riverside County Transportation Department Transportation Analysis Guidelines, December 2020.

Case No.	SP0037
Related Cases	
Project Name:	Trails at Corona
Project Address:	Along Serfas Club Drive and Paseo Grande
Project Description:	10,000 square foot (sf) neighborhood shopping center, 193 detached age restricted (60+) homes, and 116 attached age restricted (60+) units, for a total of 309 age restricted (60+)

	Traffic Consultant	Applicant/Developer
Name:	Urban Crossroads, Inc. - Charlene So	Oxbow Partners
Address:	1133 Camelback st. #8329	2855 Pacific Coast Highway, Suite 227
	Newport Beach, CA 92658	Corona del Mar, CA 92625
Telephone:	949-861-0177	714-904-5948
E-mail:	cso@urbanxroads.com	

Current GP Land Use	Open Space-Recreation	Proposed Land Use	Community Development
Current Zoning	OS-R	Proposed Zoning	R1

A. Trip Generation Source: ITE Trip Generation Manual (11th Edition, 2017)

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	37	56	93
PM Trips	0	0	0	73	56	130

Internal Trip Allowance ☐ Yes ☑ No (____ % Trip Discount)

Pass-By Trip Allowance ☑ Yes ☐ No (Per ITE % Trip Discount)

A pass-by trip discount of 25% is allowed for appropriate land uses. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: N 20 % S 10 % E 34 % W 36 %

(attach exhibit for detailed assignment)

C. Background Traffic

Project Build-out Year:	2027	Annual Ambient Growth Rate:	2.0 %
Phase Year(s)	N/A		
Other projects to be analyzed:	see cumulative development projects map/table		
Model/Forecast methodology	RivTAM		

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

1.	see Table 2	6.	
2.		7.	
3.		8.	
4.		9.	
5.		10.	

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

1.	see Table 3	6.	
2.		7.	
3.		8.	
4.		9.	
5.		10.	

F. Other Jurisdictional

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

If yes, name of jurisdiction(s): Caltrans, City of Corona

G. Site Plan (please attach reduced copy)

H. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation 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 Special Issues section

I. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.

Date of counts April 2023

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with this form.**

Recommended by:

Charlene So 7/10/2023

Traffic Consultant Date

Scoping Agreement Submitted on 7/10/2023

Revised on

Approved Scoping Agreement

Riverside County Transportation Department Date

July 10, 2023

Mr. Kevin Tsang
County of Riverside
4080 Lemon Street, 8th Floor
Riverside, CA 92501

TRAILS AT CORONA (SP00397) TRAFFIC ANALYSIS SCOPING AGREEMENT

Mr. Kevin Tsang,

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Trails at Corona development (**Project**), which is located along Serfas Club Drive and Paseo Grande in the County of Riverside. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations.

PROJECT DESCRIPTION

The Project is proposed to include the development of a 10,000 square foot (sf) neighborhood shopping center, 193 detached age restricted (60+) homes, and 116 attached age restricted (60+) units, for a total of 309 age restricted (60+) homes.

The Project is anticipated to be developed in a single phase with an Opening Year of 2027. Regional access to the Project is provided by the SR-91 Freeway via Serfas Club Drive and Maple Street. Access to the Project site will be provided via the following driveways (see Exhibit 1):

- Frontage Rd. via Driveway 1 – full access
- Pine Crest Dr. via Driveway 2 – full access
- Frontage Rd. via Driveway 3 – right-in/right-out only
- Paseo Grande via Driveway 4/Driveway 5 – full access

EXHIBIT 1: 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. 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) were utilized for the following land use codes, as shown in Table 1:

- Senior Adult Housing – Detached (ITE Land Use Code 251)
- Senior Adult Housing – Attached (ITE Land Use Code 252)
- Strip Retail Plaza (ITE Land Use Code 822).

As the Project is proposed to include shopping center and restaurant uses, pass-by percentages have been obtained from the ITE Trip Generation Manual (11th Edition, 2021). Pass-by trips account for trips that are currently on the existing roadway network that would stop by uses within the proposed Project on their way to their ultimate destination. Pass-by trip reductions will be accounted for off-site intersections but will be added back to applicable commercial serving driveways to ensure access analysis accounts for all trips.

As shown in Table 1, the Project is anticipated to generate a net total of 1,536 two-way trips per day with 93 AM peak hour trips and 130 PM peak hour trips.

TRIP DISTRIBUTION

The Project trip distribution 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. Exhibit 2 shows the Project trip distribution patterns for the residential uses while Exhibit 3 shows the Project trip distribution patterns for the retail uses.

TABLE 1: TRIP GENERATION SUMMARY

Land Use[1]	ITE LU Code	Units[2]	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
Trip Generation Rates:									
Senior Adult Housing - Detached	251	DU	0.08	0.16	0.24	0.18	0.12	0.30	4.31
Senior Adult Housing - Attached	252	DU	0.07	0.13	0.20	0.14	0.11	0.25	3.24
Strip Retail Plaza	822	TSF	1.42	0.94	2.36	3.30	3.29	6.59	54.45

Land Use	Quantity	Units[2]	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
Project Trip Generation:									
Planning Area 1:									
Senior Adult Housing - Attached	66	DU	4	9	13	9	7	17	214
Planning Area 2:									
Neighborhood Shopping Center	10.000	TSF	14	9	23	33	33	66	546
Pass-by Reduction:[4]			0	0	0	-13	-13	-26	-220
Planning Area 2 Total:			14	9	23	20	20	40	326
Planning Area 3:									
Senior Adult Housing - Detached	115	DU	10	19	29	22	14	36	496
Senior Adult Housing - Attached	50	DU	3	7	10	7	6	13	162
Planning Area 3 Total:			13	26	39	29	20	49	658
Planning Area 4:									
Senior Adult Housing - Detached	47	DU	4	7	11	9	5	14	204
Planning Area 5:									
Senior Adult Housing - Detached	31	DU	2	5	7	6	4	10	134
Total	**309**	**DU**	**37**	**56**	**93**	**73**	**56**	**130**	**1,536**

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

[2] DU = Dwelling Unit; TSF = Thousand Square Feet

[3] Internal capture based on the NCHRP 684 Internal Capture Estimation Tool (ITE recommended methodology).

[4] Pass-by trip reduction source: ITE Trip Generation Manual, 2021.

EXHIBIT 2: PROJECT (RESIDENTIAL) TRIP DISTRIBUTION

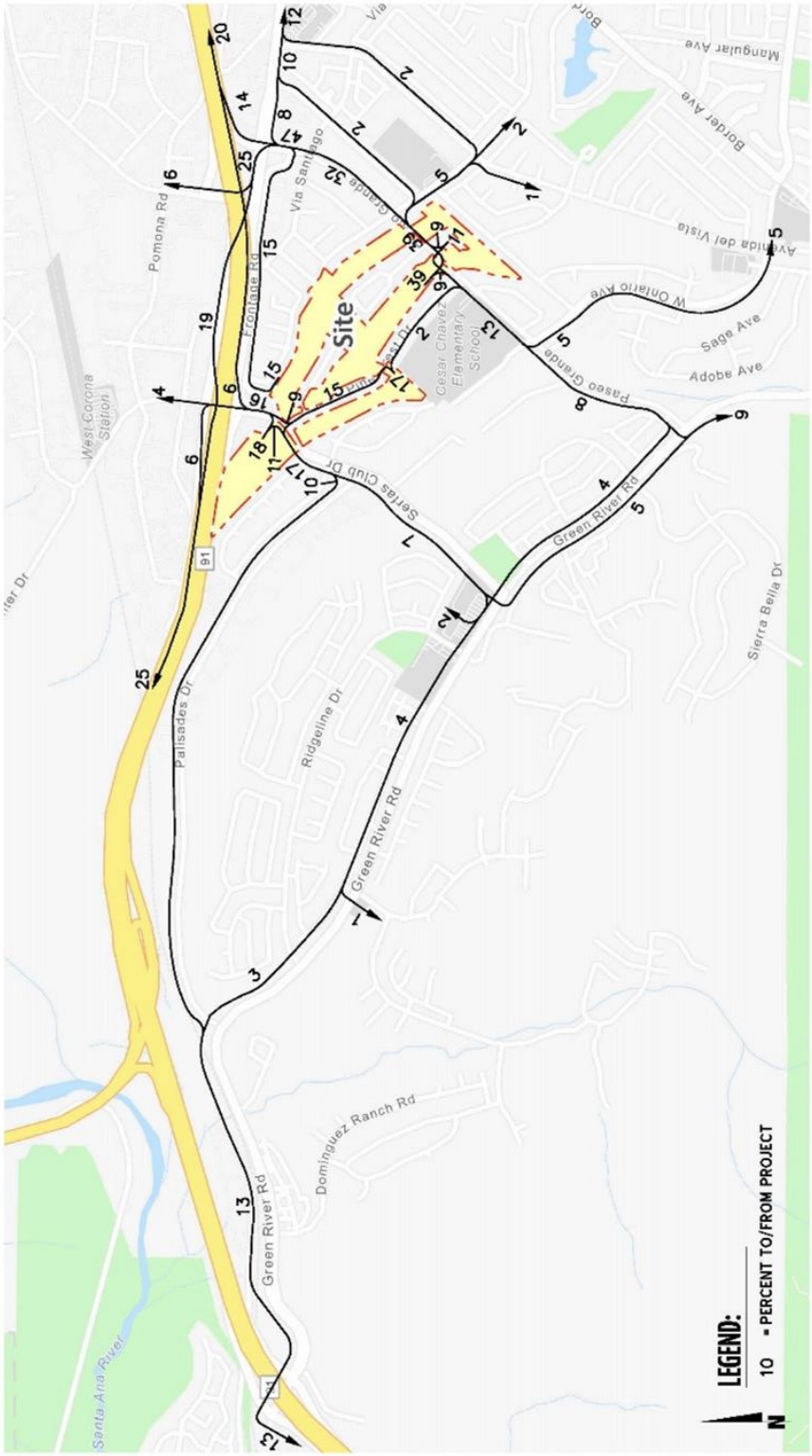


EXHIBIT 3: PROJECT (RETAIL) TRIP DISTRIBUTION



ANALYSIS SCENARIOS

Consistent with the County's Guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2023) Conditions
- Existing plus Ambient Growth Plus Project (EAP) (2027) Conditions
- Existing plus Ambient Growth Plus Project Plus Cumulative (EAPC) (2027) Conditions
- Horizon Year (2040) Without Project Conditions
- Horizon Year (2040) With Project Conditions
- City of Corona General Plan Buildout (GPBO) Without Project Conditions
- City of Corona General Plan Buildout (GPBO) With Project Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology. The RIVTAM traffic model should be utilized for developing the Horizon Year (2040) long-range traffic forecasts. The study area that is proposed to be evaluated is shown on Exhibit 4. The study area intersections and roadway segments are provided in Tables 2 and 3, respectively.

TRAFFIC COUNTS

Traffic counts (classified by vehicle type) were conducted during a typical weekday in April 2023 when local schools were in session. No adjustments are proposed to the traffic counts for the baseline traffic condition with the exception of volume balancing between closely spaced intersections.

CUMULATIVE PROJECTS

Cumulative development projects lists have been obtained from the County of Riverside and City of Corona. A map and summary table for the cumulative development projects are provided on Exhibit 5 and Table 4.

EXHIBIT 4: STUDY AREA

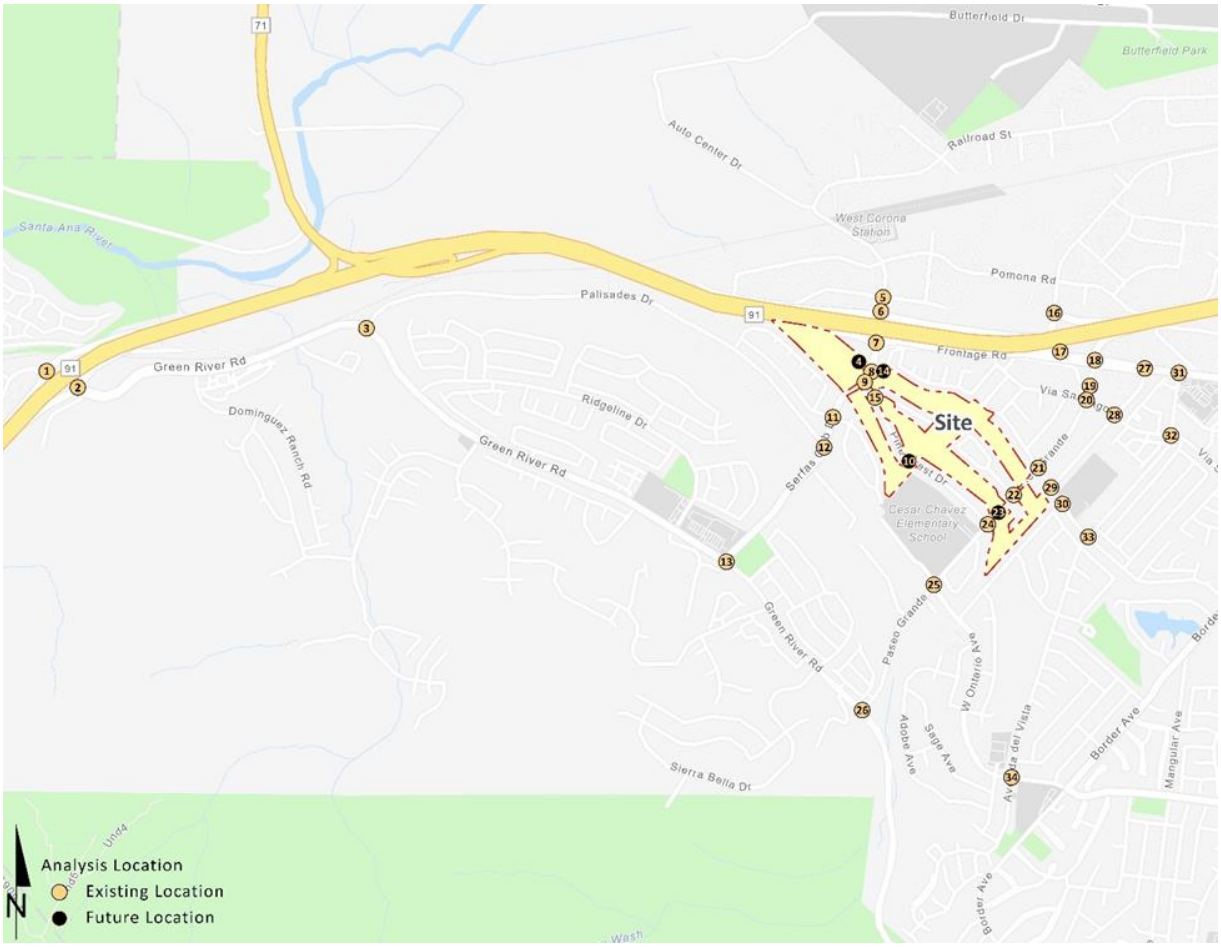


EXHIBIT 5: CUMULATIVE DEVELOPMENT PROJECT LOCATION MAP



TABLE 2: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection	Jurisdiction
1	Green River Rd. & SR-91 WB Ramps*	Corona, Caltrans
2	Green River Rd. & SR-91 EB Ramps*	Corona, Caltrans
3	Green River Rd. & Palisades Dr.*	Corona
4	Driveway 1 & Frontage Rd.	County of Riverside
5	Auto Center Dr. & Wardlow Rd.*	Corona
6	Auto Center Dr. & SR-91 WB Ramps	Corona, Caltrans
7	Serfas Club Dr. & SR-91 EB Ramps	County of Riverside, Caltrans
8	Serfas Club Dr. & Frontage Rd.	County of Riverside
9	Serfas Club Dr. & Pine Crest Dr.	County
10	Driveway 2 & Pine Crest Dr.	County of Riverside
11	Serfas Club Dr. & Monterey Peninsula Dr.	County of Riverside
12	Serfas Club Dr. & Palisades Dr.	County of Riverside, Corona
13	Serfas Club Dr. & Green River Rd.*	Corona
14	Driveway 3 & Frontage Rd.	County of Riverside
15	Pine Crest Dr. & Mountain View Dr.	County of Riverside
16	Maple St. & SR-91 WB Off-Ramp	Corona, Caltrans
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ramp/6th St.	Corona, Caltrans
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	Corona, Caltrans
19	Paseo Grande & Frontage Rd.	County of Riverside, Corona
20	Paseo Grande & Via Santiago	County of Riverside
21	Paseo Grande & Via Del Rio	County of Riverside
22	Paseo Grande & Brae Burn Rd.	County of Riverside
23	Paseo Grande & Driveway 4/Driveway 5	County of Riverside
24	Paseo Grande & Pine Crest Dr.	County of Riverside
25	Paseo Grande & Ontario Av.*	County of Riverside, Corona
26	Paseo Grande & Green River Rd./Foothill Pkwy.*	Corona
27	Via Bernardo & 6th St.*	Corona
28	Via Bernardo & Via Santiago*	County of Riverside, Corona
29	Via Bernardo & Via Del Rio*	County of Riverside
30	Kirkwood Dr. & Via Del Rio	Corona
31	Avenida Del Vista & 6th St.*	Corona
32	Avenida Del Vista & Via Santiago*	Corona
33	Avenida Del Vista & Via Del Rio*	Corona
34	Avenida Del Vista & Ontario Av.*	Corona

* Note: these study intersections have been added at the request of City of Corona staff. The proposed Project contributes fewer than 50 peak hour trips to these intersections.

TABLE 3: ROADWAY SEGMENT CAPACITY ANALYSIS LOCATIONS

ID	Roadway Segment	Segment Limits
1	Serfas Club Dr.	Wardlow Rd. to SR-91 WB Ramps
2	Serfas Club Dr.	SR-91 WB Ramps to SR-91 EB Ramps
3	Serfas Club Dr.	SR-91 EB Ramps to Frontage Rd.
4	Serfas Club Dr.	Frontage Rd. to Pine Crest Dr.
5	Serfas Club Dr.	Pine Crest Dr. to Monterey Peninsula Dr.
6	Serfas Club Dr.	Monterey Peninsula Dr. to Palisades Dr.
7	Serfas Club Dr.	Palisades Dr. to Green River Rd.
8	Pine Crest Dr.	Serfas Club Dr. to Mountain View Dr.
9	Pine Crest Dr.	Mountain View Dr. to Paseo Grande
10	Paseo Grande	6th St. to Frontage Rd.
11	Paseo Grande	Frontage Rd. to Via Santiago
12	Paseo Grande	Via Santiago to Via Del Rio
13	Paseo Grande	Via Del Rio to Brae Burn Rd.
14	Paseo Grande	Brae Burn Rd. to Driveway 4/Driveway 5
15	Paseo Grande	Driveway 4/Driveway 5 to Pine Crest Dr.
16	Paseo Grande	Pine Crest Dr. to Ontario Av.
17	Paseo Grande	Ontario Av. to Green River Rd.
18	Frontage Rd.	Serfas Club Dr. to Driveway 3
19	Frontage Rd.	Driveway 3 to Paseo Grande
20	6th St.	Maple St. to Paseo Grande
21	6th St.	Paseo Grande to Avenida Del Vista
22	Via Santiago	Frontage Rd. to Paseo Grande
23	Via Santiago	Paseo Grande to Via Bernardo
24	Via Santiago	Via Bernardo to Avenida Del Vista
25	Ontario Av.	Paseo Grande to Avenida Del Vista
26	Ontario Av.	Avenida Del Vista to Border Av.
27	Avenida Del Vista	6th St. to Via Santiago
28	Avenida Del Vista	Via Santiago to Via Del Rio
29	Avenida Del Vista	Via Del Rio to Ontario Av.

TABLE 4: SUMMARY OF CUMULATIVE DEVELOPMENT PROJECTS

TAZ	Project Name	Land Use	Quantity Units[1]
City of Corona			
C1	148 Mult-Family Units	Multi-Family Housing	148 DU
C2	45 Townhomes	Residential Condo/Townhouse	45 DU
C3	86 Affordable Units	Single Family Detached	86 DU
C4	Corona Regional Medical Expansion	Hospital	212.000 TSF
C5	4 Industrial Buildings	General Light Industrial	95.500 TSF
C6	Sierra Bella	Single Family Detached	237 DU
C7	Skyline Heights	Single Family Detached	297 DU
C8	3 Industrial Buildings	General Light Industrial	731.000 TSF
C9	4 Industrial Buildings	General Light Industrial	47.643 TSF
C10	Taco Bell with Drive Thru	Fast Food with Drive Thru	2.080 TSF
C11	Peppermint Ridge Expansion	Assisted Living	3.840 TSF
C12	Drive-Thru Restaurant	Fast Food with Drive Thru	2.400 TSF
C13	Green River Specific Plan	Industrial Park	634.381 TSF
		High-Cube Cold Storage Warehouse	111.950 TSF
		Super Convenience Market with Gas Station	12 VFP
		Fast-Food Restaurant with Drive-Through Window	2.500 TSF
		Hotel	150 RM
		Single Family Detached Residential	32 DU
C14	Skyline Village	Multi-Family Housing	78 DU
		Shopping Center	27.334 TSF
C15	TTM No. 33135	Single Family Detached Residential	62 DU
C16	TTM No. 36608	Single Family Detached Residential	23 DU
C17	DPR2020-0014	Gas Station with Convenience Market	2.959 TSF
C18	PP2018-0005	Health/Fitness Center	37.000 TSF
County of Riverside			
RC1	Prado Raceway	Racetrack	163.0 AC
RC2	TPM 38715	Shopping Center & Fast-Food With Drive Thru	51.675 TSF

1 DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Position; AC = Acres; RM = Rooms

SPECIAL ISSUES

The following special issues will also be addressed:

- Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections, which also includes all Project driveways. 8-hour counts will be collected for intersections that meet peak hour warrants in order to conduct CA MUTCD Warrants 1 and 2.
- Provide a queuing analysis for the study area intersections along Serfas Club Drive, Paseo Grande, and the SR-91 off-ramps.

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

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APPENDIX 1.2: SITE ADJACENT QUEUES

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Intersection: 4: Driveway 1 & Frontage Rd.

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	62	16	30
Average Queue (ft)	7	1	7
95th Queue (ft)	67	7	27
Link Distance (ft)	183	157	364
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	114	150	241	239	100	147	144	142	200	452	470
Average Queue (ft)	67	55	213	100	34	116	116	66	70	308	385
95th Queue (ft)	117	125	264	252	81	136	134	127	174	588	566
Link Distance (ft)		157	164	164	96	96	96			427	427
Upstream Blk Time (%)		2	71	3	2	42	42			18	53
Queuing Penalty (veh)		5	230	11	8	189	191			0	0
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	13	8						3	1	16	
Queuing Penalty (veh)	9	12						8	3	23	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	267	251	294	195	175	117	140	144
Average Queue (ft)	123	108	287	195	123	100	102	100
95th Queue (ft)	209	205	294	197	223	112	135	140
Link Distance (ft)	456	456	277			96	96	96
Upstream Blk Time (%)			87			61	11	12
Queuing Penalty (veh)			123			208	38	41
Storage Bay Dist (ft)				145	145			
Storage Blk Time (%)			31	97	30			
Queuing Penalty (veh)			192	532	164			

Intersection: 10: Driveway 2 & Serfas Club Dr.

Movement	EB	EB	NB
Directions Served	T	TR	LR
Maximum Queue (ft)	1232	1224	56
Average Queue (ft)	798	703	13
95th Queue (ft)	1369	1401	45
Link Distance (ft)	1214	1214	630
Upstream Blk Time (%)	13	11	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Driveway 3 & Frontage Rd.

Movement	WB	NB
Directions Served	T	R
Maximum Queue (ft)	1018	25
Average Queue (ft)	796	6
95th Queue (ft)	1360	24
Link Distance (ft)	972	1175
Upstream Blk Time (%)	61	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	22	7	8
Average Queue (ft)	13	3	0	1
95th Queue (ft)	37	18	5	7
Link Distance (ft)	482	354	644	846
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1986

Intersection: 4: Driveway 1 & Frontage Rd.

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	115	23	34
Average Queue (ft)	12	2	4
95th Queue (ft)	64	15	21
Link Distance (ft)	183	157	364
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	114	172	169	89	106	133	136	169	193	466	485
Average Queue (ft)	88	100	83	41	50	103	106	116	54	420	446
95th Queue (ft)	132	178	141	77	93	133	131	178	161	543	462
Link Distance (ft)		157	164	164	96	96	96			427	427
Upstream Blk Time (%)		4	0		2	20	22			20	57
Queuing Penalty (veh)		10	0		6	52	56			0	0
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	28	13						8	3	3	
Queuing Penalty (veh)	40	23						61	19	10	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	53	57	285	195	166	118	137	138
Average Queue (ft)	15	20	83	156	37	64	65	70
95th Queue (ft)	43	45	258	225	137	115	136	146
Link Distance (ft)	456	456	277			96	96	96
Upstream Blk Time (%)			4			7	2	3
Queuing Penalty (veh)			5			43	11	20
Storage Bay Dist (ft)				145	145			
Storage Blk Time (%)			2	32	2			
Queuing Penalty (veh)			10	114	6			

Intersection: 10: Driveway 2 & Serfas Club Dr.

Movement	EB	EB	NB
Directions Served	T	TR	LR
Maximum Queue (ft)	93	50	19
Average Queue (ft)	8	2	3
95th Queue (ft)	63	27	14
Link Distance (ft)	1214	1214	630
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Driveway 3 & Frontage Rd.

Movement	NB
Directions Served	R
Maximum Queue (ft)	25
Average Queue (ft)	3
95th Queue (ft)	16
Link Distance (ft)	1175
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	33	29	45	36
Average Queue (ft)	12	2	2	2
95th Queue (ft)	35	15	19	17
Link Distance (ft)	482	354	644	846
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 485

APPENDIX 3.1: TRAFFIC COUNTS

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

City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR AM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

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

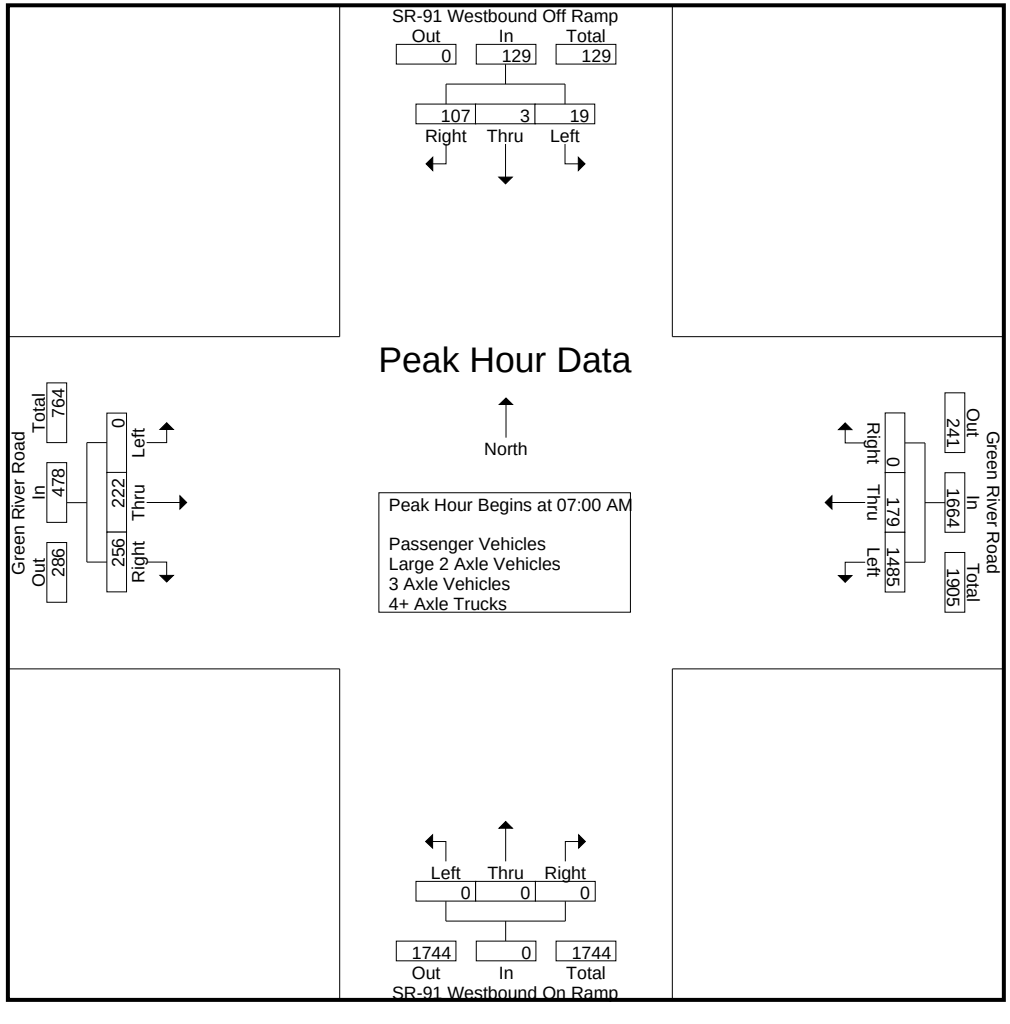
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	1	18	13	23	435	39	0	0	474	0	0	0	0	0	0	26	68	19	94	32	591	623
07:15 AM	2	1	26	17	29	291	33	0	0	324	0	0	0	0	0	0	58	73	31	131	48	484	532
07:30 AM	4	1	24	21	29	432	53	0	0	485	0	0	0	0	0	0	73	60	23	133	44	647	691
07:45 AM	9	0	39	28	48	327	54	0	0	381	0	0	0	0	0	0	65	55	19	120	47	549	596
Total	19	3	107	79	129	1485	179	0	0	1664	0	0	0	0	0	0	222	256	92	478	171	2271	2442
08:00 AM	14	2	51	33	67	286	63	0	0	349	0	0	0	0	0	0	49	76	40	125	73	541	614
08:15 AM	12	1	36	26	49	291	59	0	0	350	0	0	0	0	0	0	59	54	25	113	51	512	563
08:30 AM	13	0	35	28	48	292	59	0	0	351	0	0	0	0	0	0	41	51	20	92	48	491	539
08:45 AM	9	6	40	27	55	270	55	0	0	325	0	0	0	0	0	0	30	48	22	78	49	458	507
Total	48	9	162	114	219	1139	236	0	0	1375	0	0	0	0	0	0	179	229	107	408	221	2002	2223
Grand Total	67	12	269	193	348	2624	415	0	0	3039	0	0	0	0	0	0	401	485	199	886	392	4273	4665
Apprch %	19.3	3.4	77.3			86.3	13.7	0			0	0	0			0	45.3	54.7					
Total %	1.6	0.3	6.3		8.1	61.4	9.7	0		71.1	0	0	0		0	0	9.4	11.4		20.7	8.4	91.6	
Passenger Vehicles	52	10	251		497	2595	394	0		2989	0	0	0		0	0	382	466		1041	0	0	4527
% Passenger Vehicles	77.6	83.3	93.3	95.3	91.9	98.9	94.9	0	0	98.4	0	0	0	0	0	0	95.3	96.1	97	95.9	0	0	97
Large 2 Axle Vehicles	5	2	15		30	24	19	0		43	0	0	0		0	0	16	16		38	0	0	111
% Large 2 Axle Vehicles	7.5	16.7	5.6	4.1	5.5	0.9	4.6	0	0	1.4	0	0	0	0	0	0	4	3.3	3	3.5	0	0	2.4
3 Axle Vehicles	1	0	1		2	4	0	0		4	0	0	0		0	0	1	1		2	0	0	8
% 3 Axle Vehicles	1.5	0	0.4	0	0.4	0.2	0	0	0	0.1	0	0	0	0	0	0	0.2	0.2	0	0.2	0	0	0.2
4+ Axle Trucks	9	0	2		12	1	2	0		3	0	0	0		0	0	2	2		4	0	0	19
% 4+ Axle Trucks	13.4	0	0.7	0.5	2.2	0	0.5	0	0	0.1	0	0	0	0	0	0	0.5	0.4	0	0.4	0	0	0.4

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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	4	**1**	18	23	**435**	39	0	474	0	0	0	0	0	26	68	94	591
07:15 AM	2	1	26	29	291	33	0	324	0	0	0	0	0	58	**73**	131	484
07:30 AM	4	1	24	29	432	53	0	**485**	0	0	0	0	0	**73**	60	**133**	**647**
07:45 AM	**9**	0	**39**	**48**	327	**54**	0	381	0	0	0	0	0	65	55	120	549
Total Volume	19	3	107	129	1485	179	0	1664	0	0	0	0	0	222	256	478	2271
% App. Total	14.7	2.3	82.9		89.2	10.8	0		0	0	0		0	46.4	53.6		
PHF	.528	.750	.686	.672	.853	.829	.000	.858	.000	.000	.000	.000	.000	.760	.877	.898	.878

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City of Corona
N/S: SR-91 Westbound Ramps
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Weather: Clear

File Name : 01_COR_91W_GR AM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



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	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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				07:00 AM				07:00 AM				07:15 AM				
+0 mins.	**14**	2	**51**	**67**	**435**	39	0	474	0	0	0	0	0	58	73	131	
+15 mins.	12	1	36	49	291	33	0	324	0	0	0	0	0	**73**	60	**133**	
+30 mins.	13	0	35	48	432	53	0	**485**	0	0	0	0	0	65	55	120	
+45 mins.	9	**6**	40	55	327	**54**	0	381	0	0	0	0	0	49	**76**	125	
Total Volume	48	9	162	219	1485	179	0	1664	0	0	0	0	0	245	264	509	
% App. Total	21.9	4.1	74		89.2	10.8	0		0	0	0		0	48.1	51.9		
PHF	.857	.375	.794	.817	.853	.829	.000	.858	.000	.000	.000	.000	.000	.839	.868	.957	

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Groups Printed- Passenger Vehicles

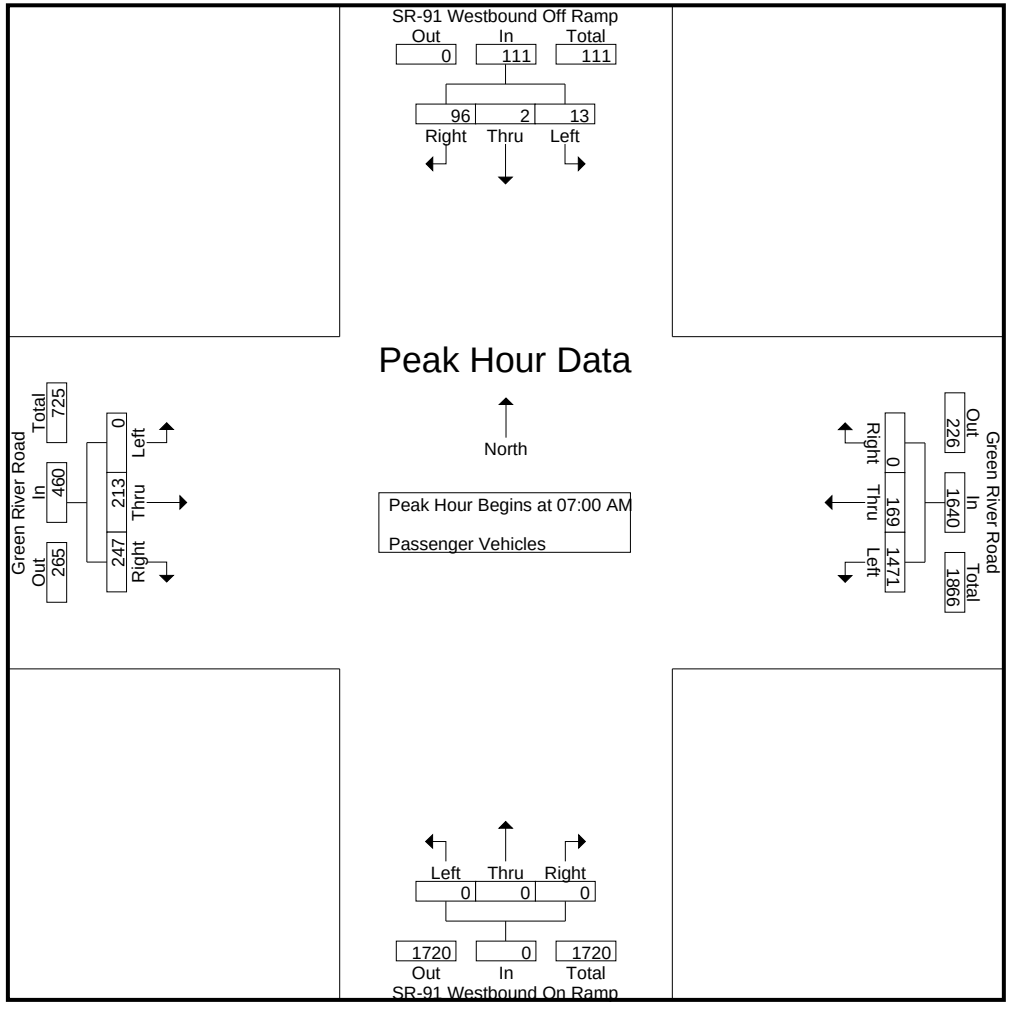
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	0	18	13	21	433	37	0	0	470	0	0	0	0	0	0	24	66	19	90	32	581	613
07:15 AM	1	1	23	16	25	287	30	0	0	317	0	0	0	0	0	0	55	73	31	128	47	470	517
07:30 AM	2	1	22	20	25	428	52	0	0	480	0	0	0	0	0	0	72	58	22	130	42	635	677
07:45 AM	7	0	33	25	40	323	50	0	0	373	0	0	0	0	0	0	62	50	16	112	41	525	566
Total	13	2	96	74	111	1471	169	0	0	1640	0	0	0	0	0	0	213	247	88	460	162	2211	2373
08:00 AM	13	1	48	31	62	284	61	0	0	345	0	0	0	0	0	0	44	72	39	116	70	523	593
08:15 AM	8	1	34	24	43	285	54	0	0	339	0	0	0	0	0	0	57	50	24	107	48	489	537
08:30 AM	12	0	34	28	46	288	58	0	0	346	0	0	0	0	0	0	38	50	20	88	48	480	528
08:45 AM	6	6	39	27	51	267	52	0	0	319	0	0	0	0	0	0	30	47	22	77	49	447	496
Total	39	8	155	110	202	1124	225	0	0	1349	0	0	0	0	0	0	169	219	105	388	215	1939	2154
Grand Total	52	10	251	184	313	2595	394	0	0	2989	0	0	0	0	0	0	382	466	193	848	377	4150	4527
Apprch %	16.6	3.2	80.2			86.8	13.2	0			0	0	0			0	45	55					
Total %	1.3	0.2	6		7.5	62.5	9.5	0		72	0	0	0		0	0	9.2	11.2		20.4	8.3	91.7	

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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	0	18	21	**433**	37	0	470	0	0	0	0	0	24	66	90	581
07:15 AM	1	**1**	23	25	287	30	0	317	0	0	0	0	0	55	**73**	128	470
07:30 AM	2	1	22	25	428	**52**	0	**480**	0	0	0	0	0	**72**	58	**130**	**635**
07:45 AM	**7**	0	**33**	**40**	323	50	0	373	0	0	0	0	0	62	50	112	525
Total Volume	13	2	96	111	1471	169	0	1640	0	0	0	0	0	213	247	460	2211
% App. Total	11.7	1.8	86.5		89.7	10.3	0		0	0	0		0	46.3	53.7		
PHF	.464	.500	.727	.694	.849	.813	.000	.854	.000	.000	.000	.000	.000	.740	.846	.885	.870

Counts Unlimited, Inc.
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Corona, CA 92878
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City of Corona
N/S: SR-91 Westbound Ramps
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File Name : 01_COR_91W_GR AM
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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
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	0	18	21	**433**	37	0	470	0	0	0	0	0	24	66	90	
+15 mins.	1	**1**	23	25	287	30	0	317	0	0	0	0	0	55	**73**	128	
+30 mins.	2	1	22	25	428	**52**	0	**480**	0	0	0	0	0	**72**	58	**130**	
+45 mins.	**7**	0	**33**	**40**	323	50	0	373	0	0	0	0	0	62	50	112	
Total Volume	13	2	96	111	1471	169	0	1640	0	0	0	0	0	213	247	460	
% App. Total	11.7	1.8	86.5		89.7	10.3	0		0	0	0		0	46.3	53.7		
PHF	.464	.500	.727	.694	.849	.813	.000	.854	.000	.000	.000	.000	.000	.740	.846	.885	

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Groups Printed- Large 2 Axle Vehicles

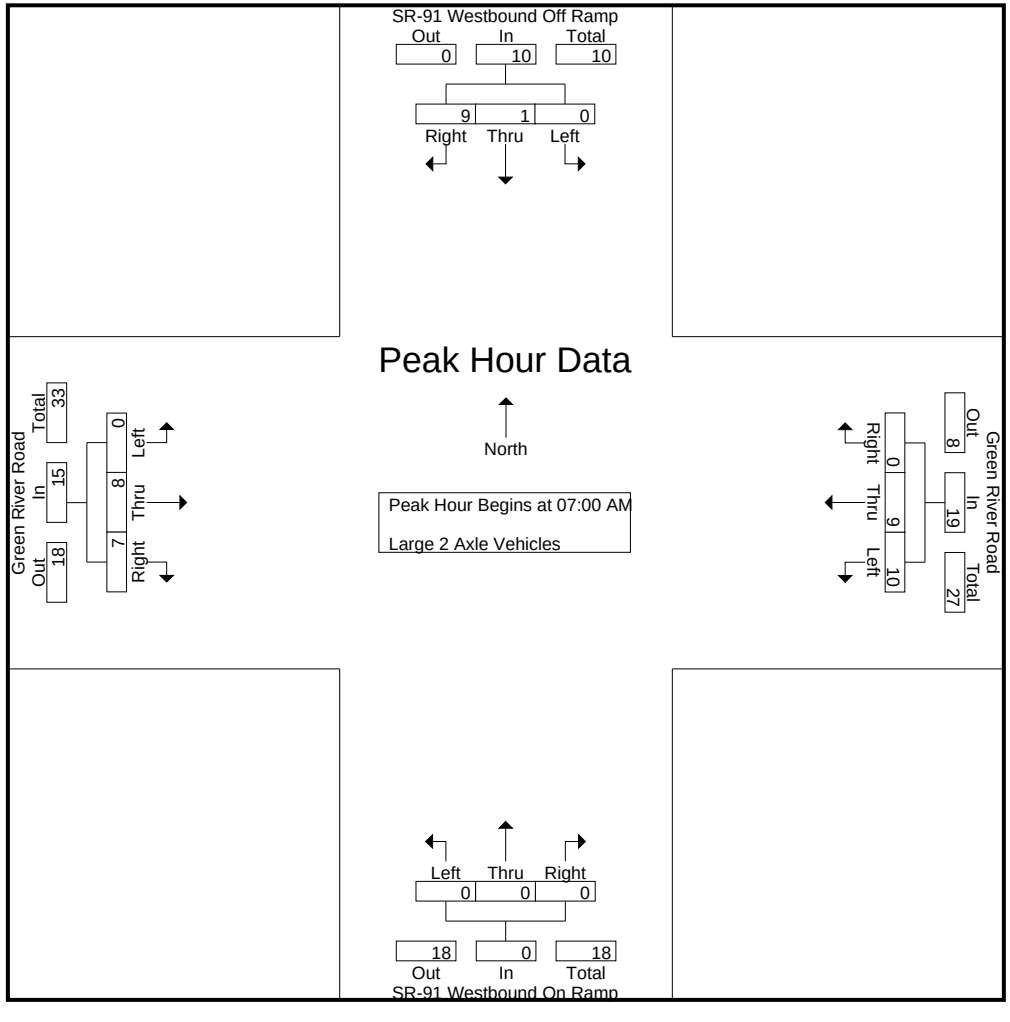
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	5	5
07:15 AM	0	0	2	0	2	4	3	0	0	7	0	0	0	0	0	0	3	0	0	3	0	12	12
07:30 AM	0	0	2	1	2	3	1	0	0	4	0	0	0	0	0	0	1	1	1	2	2	8	10
07:45 AM	0	0	5	3	5	3	3	0	0	6	0	0	0	0	0	0	3	5	3	8	6	19	25
Total	0	1	9	4	10	10	9	0	0	19	0	0	0	0	0	0	8	7	4	15	8	44	52
08:00 AM	1	1	3	2	5	2	2	0	0	4	0	0	0	0	0	0	3	4	1	7	3	16	19
08:15 AM	1	0	2	2	3	6	5	0	0	11	0	0	0	0	0	0	2	4	1	6	3	20	23
08:30 AM	1	0	0	0	1	3	1	0	0	4	0	0	0	0	0	0	3	1	0	4	0	9	9
08:45 AM	2	0	1	0	3	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	8	8
Total	5	1	6	4	12	14	10	0	0	24	0	0	0	0	0	0	8	9	2	17	6	53	59
Grand Total	5	2	15	8	22	24	19	0	0	43	0	0	0	0	0	0	16	16	6	32	14	97	111
Apprch %	22.7	9.1	68.2			55.8	44.2	0			0	0	0			0	50	50					
Total %	5.2	2.1	15.5		22.7	24.7	19.6	0		44.3	0	0	0		0	0	16.5	16.5		33	12.6	87.4	

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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	**1**	0	1	0	2	0	2	0	0	0	0	0	1	1	2	5
07:15 AM	0	0	2	2	**4**	**3**	0	**7**	0	0	0	0	0	**3**	0	3	12
07:30 AM	0	0	2	2	3	1	0	4	0	0	0	0	0	1	1	2	8
07:45 AM	0	0	**5**	**5**	3	3	0	6	0	0	0	0	0	3	**5**	**8**	**19**
Total Volume	0	1	9	10	10	9	0	19	0	0	0	0	0	8	7	15	44
% App. Total	0	10	90		52.6	47.4	0		0	0	0		0	53.3	46.7		
PHF	.000	.250	.450	.500	.625	.750	.000	.679	.000	.000	.000	.000	.000	.667	.350	.469	.579

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	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**1**	0	1	0	2	0	2	0	0	0	0	0	1	1	2	
+15 mins.	0	0	2	2	**4**	**3**	0	**7**	0	0	0	0	0	**3**	0	3	
+30 mins.	0	0	2	2	3	1	0	4	0	0	0	0	0	1	1	2	
+45 mins.	0	0	**5**	**5**	3	3	0	6	0	0	0	0	0	3	**5**	**8**	
Total Volume	0	1	9	10	10	9	0	19	0	0	0	0	0	8	7	15	
% App. Total	0	10	90		52.6	47.4	0		0	0	0		0	53.3	46.7		
PHF	.000	.250	.450	.500	.625	.750	.000	.679	.000	.000	.000	.000	.000	.667	.350	.469	

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Groups Printed- 3 Axle Vehicles

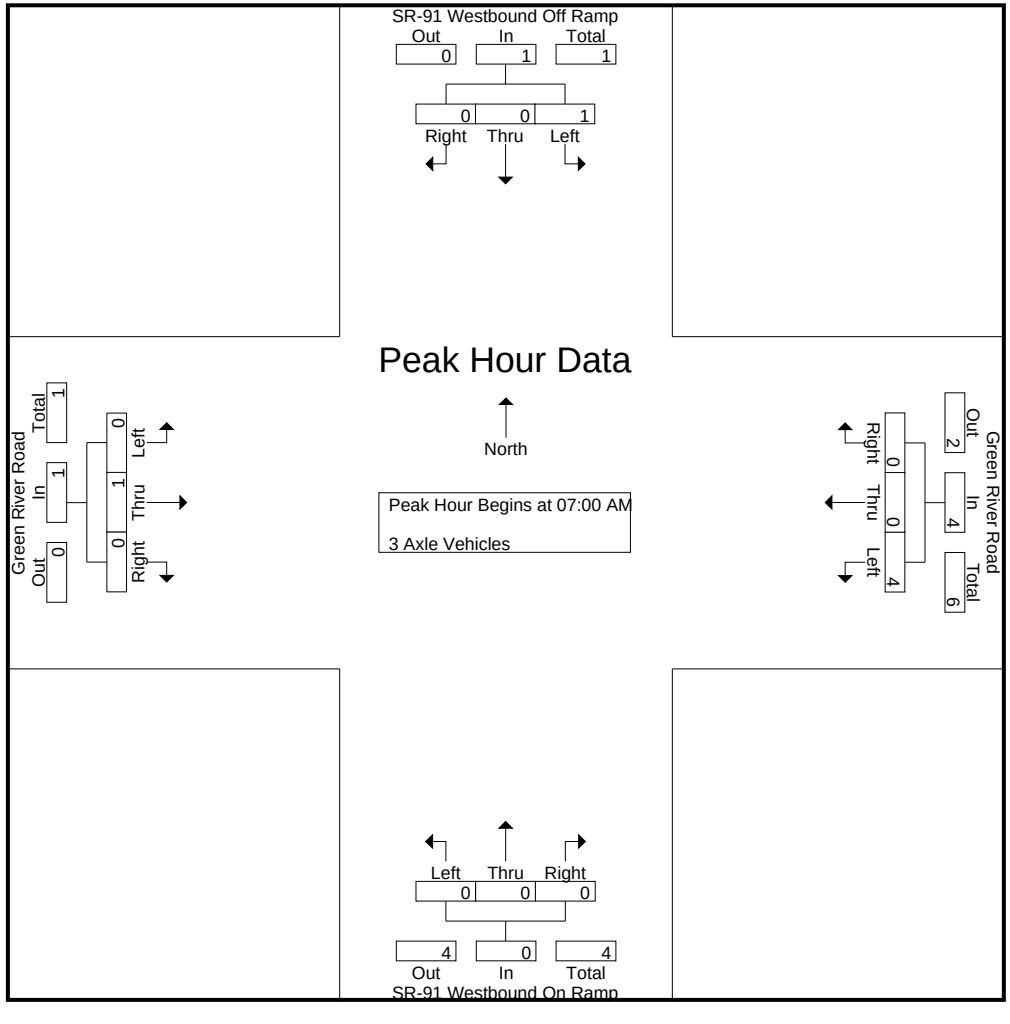
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	6	6
08:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Grand Total	1	0	1	0	2	4	0	0	0	4	0	0	0	0	0	0	1	1	0	2	0	8	8
Apprch %	50	0	50			100	0	0			0	0	0			0	50	50					
Total %	12.5	0	12.5		25	50	0	0		50	0	0	0		0	0	12.5	12.5		25	0	100	

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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	**2**	0	0	**2**	0	0	0	0	0	**1**	0	**1**	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	**1**	0	0	**1**	1	0	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	4	0	0	4	0	0	0	0	0	1	0	1	6
% App. Total	100	0	0		100	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	**1**	0	0	**1**	1	0	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
Total Volume	1	0	0	1	4	0	0	4	0	0	0	0	0	1	0	1	
% App. Total	100	0	0		100	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	

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File Name : 01_COR_91W_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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Groups Printed- 4+ Axle Trucks

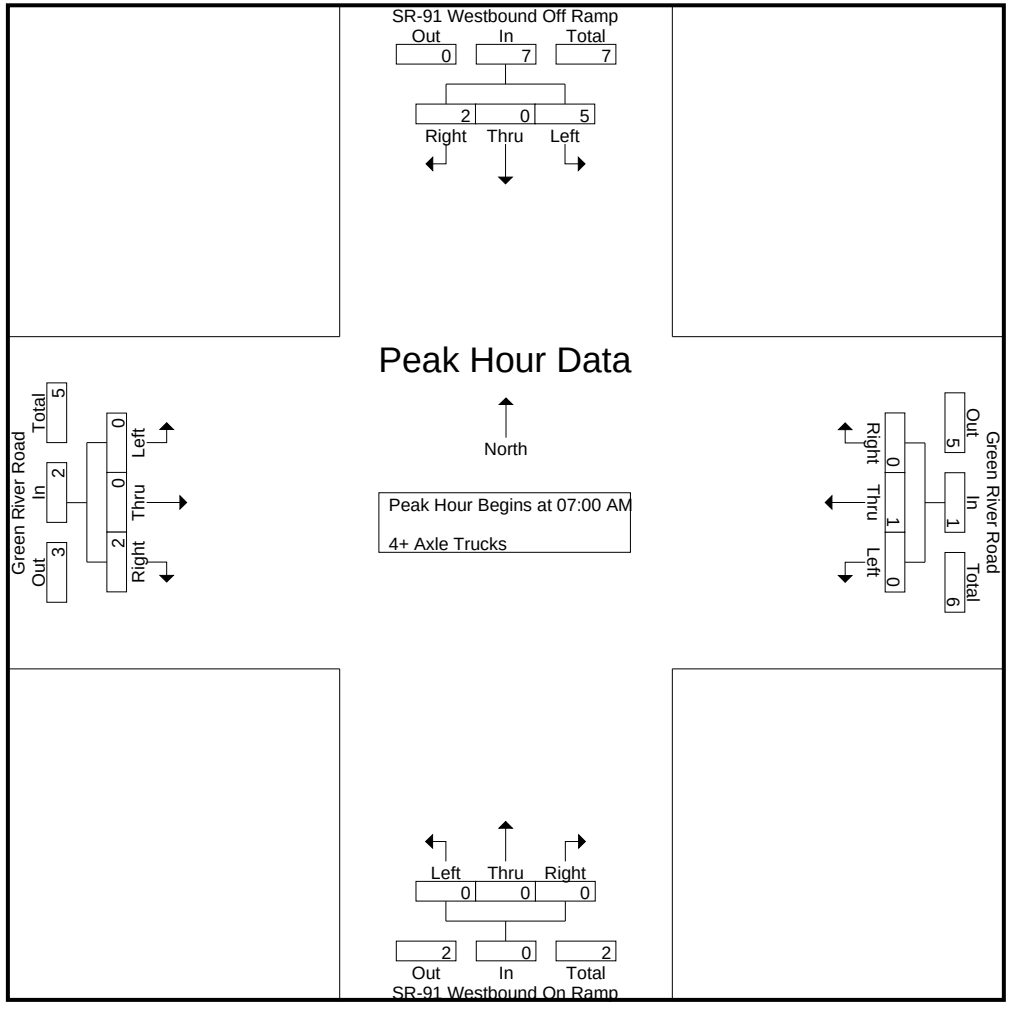
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
07:15 AM	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
07:45 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	5	0	2	1	7	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	1	10	11
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
08:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	4	0	0	0	4	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	8	8
Grand Total	9	0	2	1	11	1	2	0	0	3	0	0	0	0	0	0	2	2	0	4	1	18	19
Apprch %	81.8	0	18.2			33.3	66.7	0			0	0	0			0	50	50					
Total %	50	0	11.1		61.1	5.6	11.1	0		16.7	0	0	0		0	0	11.1	11.1		22.2	5.3	94.7	

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
07:15 AM	1	0	**1**	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:45 AM	**2**	0	1	**3**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**4**
Total Volume	5	0	2	7	0	1	0	1	0	0	0	0	0	0	2	2	10
% App. Total	71.4	0	28.6		0	100	0		0	0	0		0	0	100		
PHF	.625	.000	.500	.583	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.500	.500	.625

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City of Corona
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File Name : 01_COR_91W_GR AM
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	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+15 mins.	1	0	**1**	2	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	
+45 mins.	**2**	0	1	**3**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	
Total Volume	5	0	2	7	0	1	0	1	0	0	0	0	0	0	2	2	
% App. Total	71.4	0	28.6		0	100	0		0	0	0		0	0	100		
PHF	.625	.000	.500	.583	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.500	.500	

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

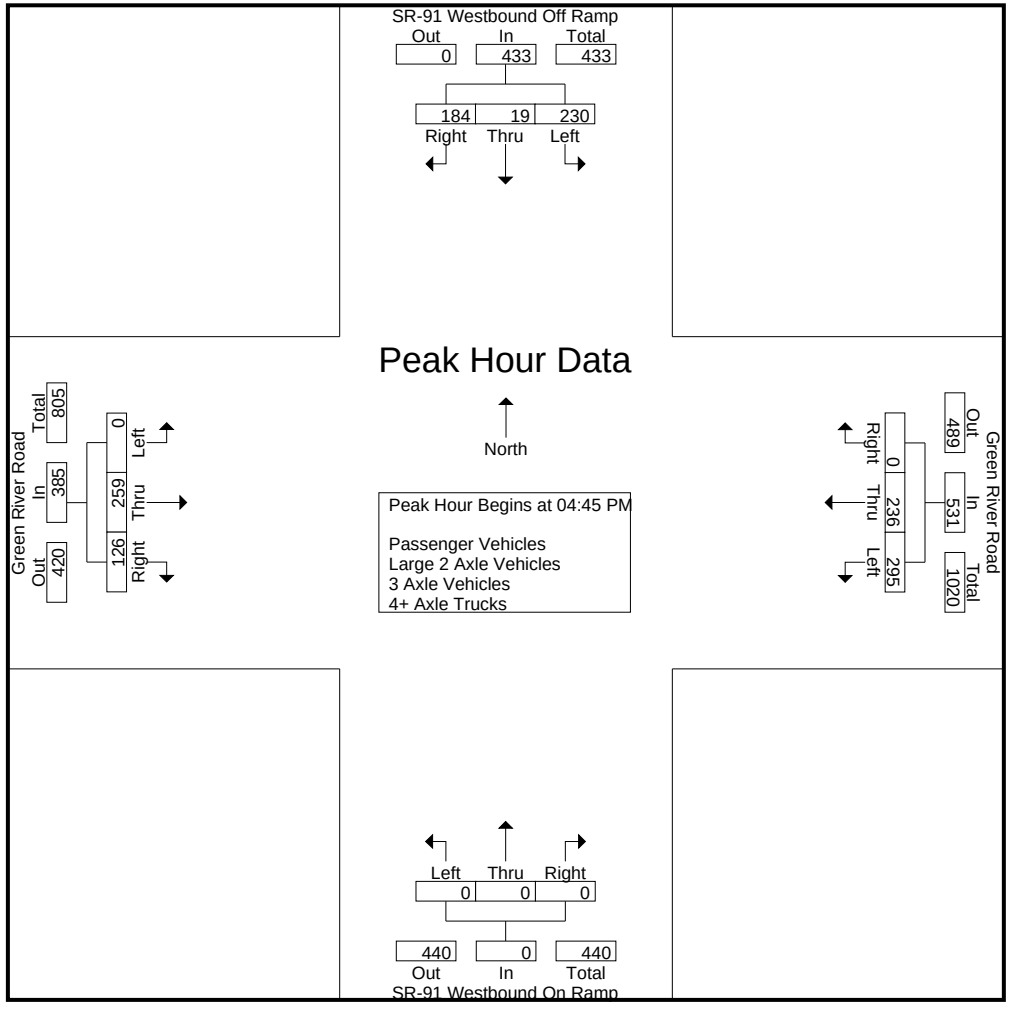
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	43	0	57	34	100	98	63	0	0	161	0	0	0	0	0	0	82	29	13	111	47	372	419
04:15 PM	39	0	52	28	91	58	58	0	0	116	0	0	0	0	0	0	61	50	18	111	46	318	364
04:30 PM	27	0	56	34	83	69	48	0	0	117	0	0	0	0	0	0	70	40	19	110	53	310	363
04:45 PM	57	2	46	31	105	66	58	0	0	124	0	0	0	0	0	0	58	30	13	88	44	317	361
Total	166	2	211	127	379	291	227	0	0	518	0	0	0	0	0	0	271	149	63	420	190	1317	1507
05:00 PM	71	0	46	23	117	72	54	0	0	126	0	0	0	0	0	0	65	31	15	96	38	339	377
05:15 PM	53	1	38	19	92	84	64	0	0	148	0	0	0	0	0	0	56	27	14	83	33	323	356
05:30 PM	49	16	54	22	119	73	60	0	0	133	0	0	0	0	0	0	80	38	22	118	44	370	414
05:45 PM	28	0	44	27	72	64	78	0	0	142	0	0	0	0	0	0	60	30	17	90	44	304	348
Total	201	17	182	91	400	293	256	0	0	549	0	0	0	0	0	0	261	126	68	387	159	1336	1495
Grand Total	367	19	393	218	779	584	483	0	0	1067	0	0	0	0	0	0	532	275	131	807	349	2653	3002
Apprch %	47.1	2.4	50.4			54.7	45.3	0			0	0	0			0	65.9	34.1					
Total %	13.8	0.7	14.8		29.4	22	18.2	0		40.2	0	0	0		0	0	20.1	10.4		30.4	11.6	88.4	
Passenger Vehicles	363	17	386		980	571	475	0		1046	0	0	0		0	0	518	269		916	0	0	2942
% Passenger Vehicles	98.9	89.5	98.2	98.2	98.3	97.8	98.3	0	0	98	0	0	0	0	0	0	97.4	97.8	98.5	97.7	0	0	98
Large 2 Axle Vehicles	3	1	6		14	13	8	0		21	0	0	0		0	0	12	6		20	0	0	55
% Large 2 Axle Vehicles	0.8	5.3	1.5	1.8	1.4	2.2	1.7	0	0	2	0	0	0	0	0	0	2.3	2.2	1.5	2.1	0	0	1.8
3 Axle Vehicles	0	1	0		1	0	0	0		0	0	0	0		0	0	1	0		1	0	0	2
% 3 Axle Vehicles	0	5.3	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0.1
4+ Axle Trucks	1	0	1		2	0	0	0		0	0	0	0		0	0	1	0		1	0	0	3
% 4+ Axle Trucks	0.3	0	0.3	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0.1

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 04:45 PM																	
04:45 PM	57	2	46	105	66	58	0	124	0	0	0	0	0	58	30	88	317
05:00 PM	**71**	0	46	117	72	54	0	126	0	0	0	0	0	65	31	96	339
05:15 PM	53	1	38	92	**84**	**64**	0	**148**	0	0	0	0	0	56	27	83	323
05:30 PM	49	**16**	**54**	**119**	73	60	0	133	0	0	0	0	0	**80**	**38**	**118**	**370**
Total Volume	230	19	184	433	295	236	0	531	0	0	0	0	0	259	126	385	1349
% App. Total	53.1	4.4	42.5		55.6	44.4	0		0	0	0		0	67.3	32.7		
PHF	.810	.297	.852	.910	.878	.922	.000	.897	.000	.000	.000	.000	.000	.809	.829	.816	.911

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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
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				05:00 PM				04:00 PM				04:00 PM				
+0 mins.	57	2	46	105	72	54	0	126	0	0	0	0	0	**82**	29	**111**	
+15 mins.	**71**	0	46	117	**84**	64	0	**148**	0	0	0	0	0	61	**50**	111	
+30 mins.	53	1	38	92	73	60	0	133	0	0	0	0	0	70	40	110	
+45 mins.	49	**16**	**54**	**119**	64	**78**	0	142	0	0	0	0	0	58	30	88	
Total Volume	230	19	184	433	293	256	0	549	0	0	0	0	0	271	149	420	
% App. Total	53.1	4.4	42.5		53.4	46.6	0		0	0	0		0	64.5	35.5		
PHF	.810	.297	.852	.910	.872	.821	.000	.927	.000	.000	.000	.000	.000	.826	.745	.946	

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Groups Printed- Passenger Vehicles

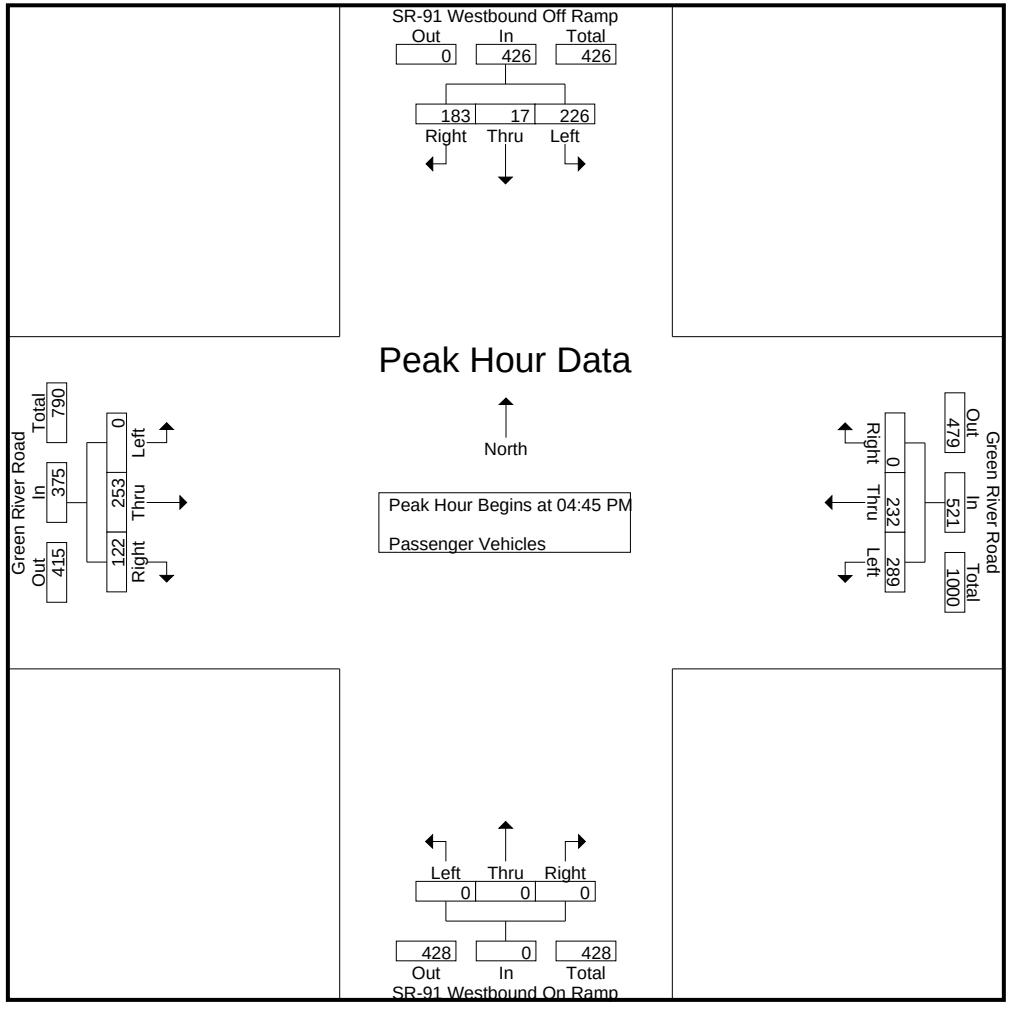
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	43	0	55	32	98	94	62	0	0	156	0	0	0	0	0	0	79	29	13	108	45	362	407
04:15 PM	39	0	49	27	88	57	56	0	0	113	0	0	0	0	0	0	59	48	17	107	44	308	352
04:30 PM	27	0	55	34	82	69	47	0	0	116	0	0	0	0	0	0	69	40	19	109	53	307	360
04:45 PM	57	2	46	31	105	66	56	0	0	122	0	0	0	0	0	0	54	30	13	84	44	311	355
Total	166	2	205	124	373	286	221	0	0	507	0	0	0	0	0	0	261	147	62	408	186	1288	1474
05:00 PM	70	0	46	23	116	71	53	0	0	124	0	0	0	0	0	0	64	29	15	93	38	333	371
05:15 PM	52	1	38	19	91	80	63	0	0	143	0	0	0	0	0	0	56	26	13	82	32	316	348
05:30 PM	47	14	53	21	114	72	60	0	0	132	0	0	0	0	0	0	79	37	22	116	43	362	405
05:45 PM	28	0	44	27	72	62	78	0	0	140	0	0	0	0	0	0	58	30	17	88	44	300	344
Total	197	15	181	90	393	285	254	0	0	539	0	0	0	0	0	0	257	122	67	379	157	1311	1468
Grand Total	363	17	386	214	766	571	475	0	0	1046	0	0	0	0	0	0	518	269	129	787	343	2599	2942
Apprch %	47.4	2.2	50.4			54.6	45.4	0			0	0	0			0	65.8	34.2					
Total %	14	0.7	14.9		29.5	22	18.3	0		40.2	0	0	0		0	0	19.9	10.4		30.3	11.7	88.3	

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	57	2	46	105	66	56	0	122	0	0	0	0	0	54	30	84	311
05:00 PM	**70**	0	46	**116**	71	53	0	124	0	0	0	0	0	64	29	93	333
05:15 PM	52	1	38	91	**80**	**63**	0	**143**	0	0	0	0	0	56	26	82	316
05:30 PM	47	**14**	**53**	114	72	60	0	132	0	0	0	0	0	**79**	**37**	**116**	**362**
Total Volume	226	17	183	426	289	232	0	521	0	0	0	0	0	253	122	375	1322
% App. Total	53.1	4	43		55.5	44.5	0		0	0	0		0	67.5	32.5		
PHF	.807	.304	.863	.918	.903	.921	.000	.911	.000	.000	.000	.000	.000	.801	.824	.808	.913

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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
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	57	2	46	105	66	56	0	122	0	0	0	0	0	54	30	84	
+15 mins.	**70**	0	46	**116**	71	53	0	124	0	0	0	0	0	64	29	93	
+30 mins.	52	1	38	91	**80**	**63**	0	**143**	0	0	0	0	0	56	26	82	
+45 mins.	47	**14**	**53**	114	72	60	0	132	0	0	0	0	0	**79**	**37**	**116**	
Total Volume	226	17	183	426	289	232	0	521	0	0	0	0	0	253	122	375	
% App. Total	53.1	4	43		55.5	44.5	0		0	0	0		0	67.5	32.5		
PHF	.807	.304	.863	.918	.903	.921	.000	.911	.000	.000	.000	.000	.000	.801	.824	.808	

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

City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

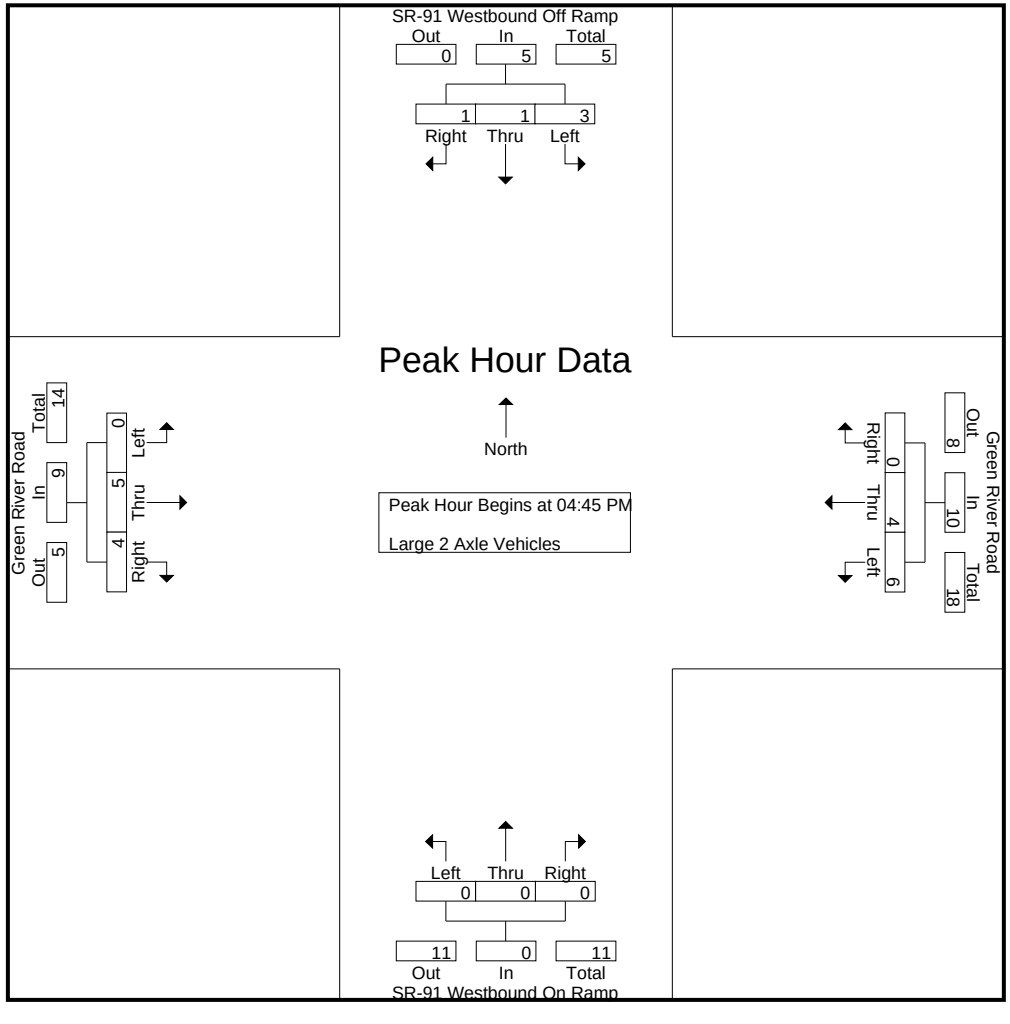
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	2	2	2	4	1	0	0	5	0	0	0	0	0	0	3	0	0	3	2	10	12
04:15 PM	0	0	3	1	3	1	2	0	0	3	0	0	0	0	0	0	1	2	1	3	2	9	11
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
Total	0	0	5	3	5	5	6	0	0	11	0	0	0	0	0	0	9	2	1	11	4	27	31
05:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	0	5	5
05:15 PM	1	0	0	0	1	4	1	0	0	5	0	0	0	0	0	0	0	1	1	1	1	7	8
05:30 PM	1	1	1	1	3	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	1	6	7
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
Total	3	1	1	1	5	8	2	0	0	10	0	0	0	0	0	0	3	4	1	7	2	22	24
Grand Total	3	1	6	4	10	13	8	0	0	21	0	0	0	0	0	0	12	6	2	18	6	49	55
Apprch %	30	10	60			61.9	38.1	0			0	0	0			0	66.7	33.3					
Total %	6.1	2	12.2		20.4	26.5	16.3	0		42.9	0	0	0		0	0	24.5	12.2		36.7	10.9	89.1	

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**4**	0	**4**	6
05:00 PM	**1**	0	0	1	1	1	0	2	0	0	0	0	0	0	**2**	2	5
05:15 PM	1	0	0	1	**4**	1	0	**5**	0	0	0	0	0	0	1	1	**7**
05:30 PM	1	**1**	**1**	**3**	1	0	0	1	0	0	0	0	0	1	1	2	6
Total Volume	3	1	1	5	6	4	0	10	0	0	0	0	0	5	4	9	24
% App. Total	60	20	20		60	40	0		0	0	0		0	55.6	44.4		
PHF	.750	.250	.250	.417	.375	.500	.000	.500	.000	.000	.000	.000	.000	.313	.500	.563	.857

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Corona, CA 92878
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City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



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Corona, CA 92878
(951)268-6268

City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR PM
Site Code : 05123282
Start Date : 3/28/2023

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**4**	0	**4**	
+15 mins.	**1**	0	0	1	1	1	0	2	0	0	0	0	0	0	**2**	2	
+30 mins.	1	0	0	1	**4**	1	0	**5**	0	0	0	0	0	0	1	1	
+45 mins.	1	**1**	**1**	**3**	1	0	0	1	0	0	0	0	0	1	1	2	
Total Volume	3	1	1	5	6	4	0	10	0	0	0	0	0	5	4	9	
% App. Total	60	20	20		60	40	0		0	0	0		0	55.6	44.4		
PHF	.750	.250	.250	.417	.375	.500	.000	.500	.000	.000	.000	.000	.000	.313	.500	.563	

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City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

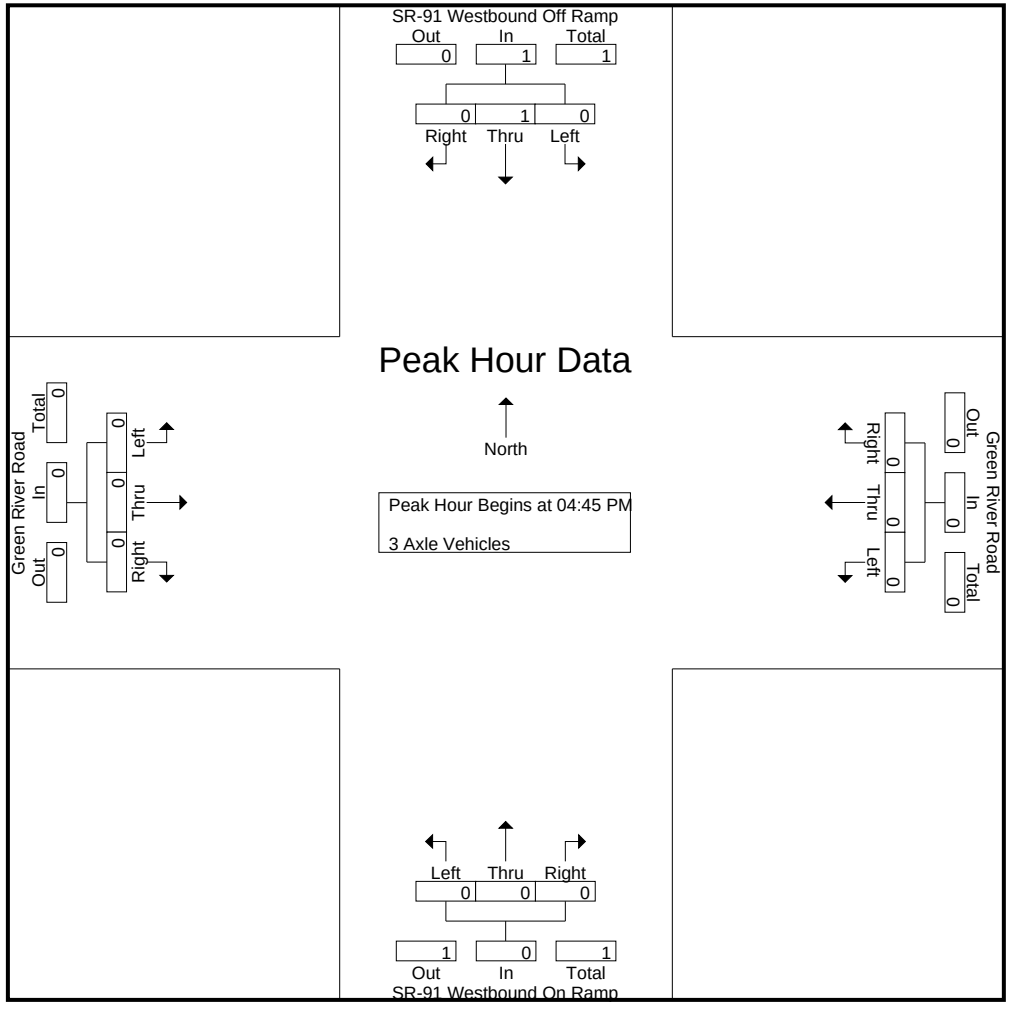
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	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	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	0	0	0	1	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
Apprch %	0	100	0			0	0	0			0	0	0			0	100	0					
Total %	0	50	0		50	0	0	0		0	0	0	0		0	0	50	0		50	0	100	

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Counts Unlimited, Inc.
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(951)268-6268

City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



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City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR PM
Site Code : 05123282
Start Date : 3/28/2023

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

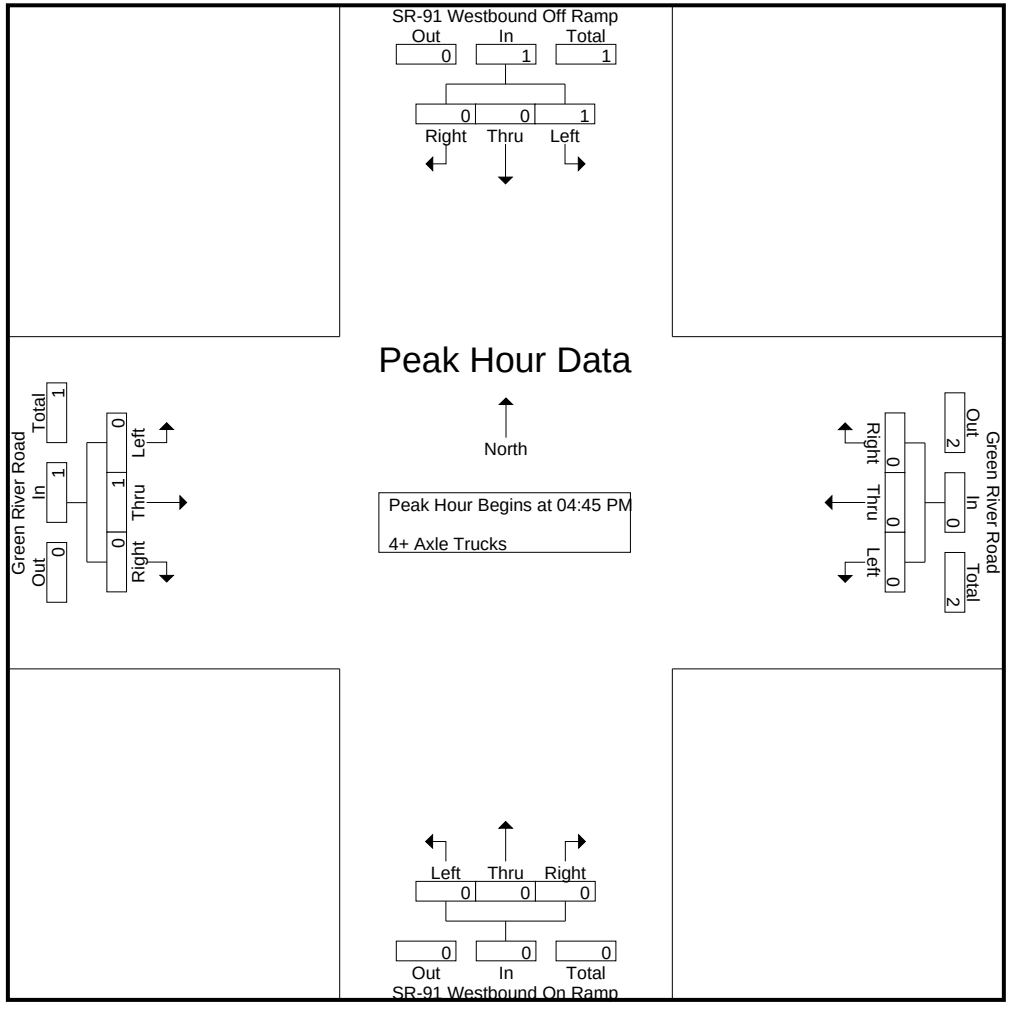
	SR-91 Westbound Off Ramp Southbound					Green River Road Westbound					SR-91 Westbound On Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
Grand Total	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
Apprch %	50	0	50			0	0	0			0	0	0			0	100	0					
Total %	33.3	0	33.3		66.7	0	0	0		0	0	0	0		0	0	33.3	0		33.3	0	100	

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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Corona, CA 92878
(951)268-6268

City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



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City of Corona
N/S: SR-91 Westbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 01_COR_91W_GR PM
Site Code : 05123282
Start Date : 3/28/2023

	SR-91 Westbound Off Ramp Southbound				Green River Road Westbound				SR-91 Westbound On Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	

Location: Corona
N/S: SR-91 WB Ramps
E/W: Green River Road

Date: 3/28/2023
Day: Tuesday

PEDESTRIANS

	North Leg SR-91 WB Ramps	East Leg Green River Road	South Leg SR-91 WB Ramps	West Leg Green River Road	
	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	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	0	0	3	0	3

	North Leg SR-91 WB Ramps	East Leg Green River Road	South Leg SR-91 WB Ramps	West Leg Green River Road	
	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	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

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951-268-6268

Location: Corona
N/S: SR-91 WB Ramps
E/W: Green River Road

Date: 3/28/2023
Day: Tuesday

BICYCLES

	Southbound SR-91 WB Ramps			Westbound Green River Road			Northbound SR-91 WB Ramps			Eastbound Green River Road			
	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	2	0	0	0	0	0	1	0	3
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	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	4	0	0	0	0	0	1	0	5

	Southbound SR-91 WB Ramps			Westbound Green River Road			Northbound SR-91 WB Ramps			Eastbound Green River Road			
	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	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	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	0	1	0	3	0	0	0	0	0	5	0	9

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City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR AM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

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

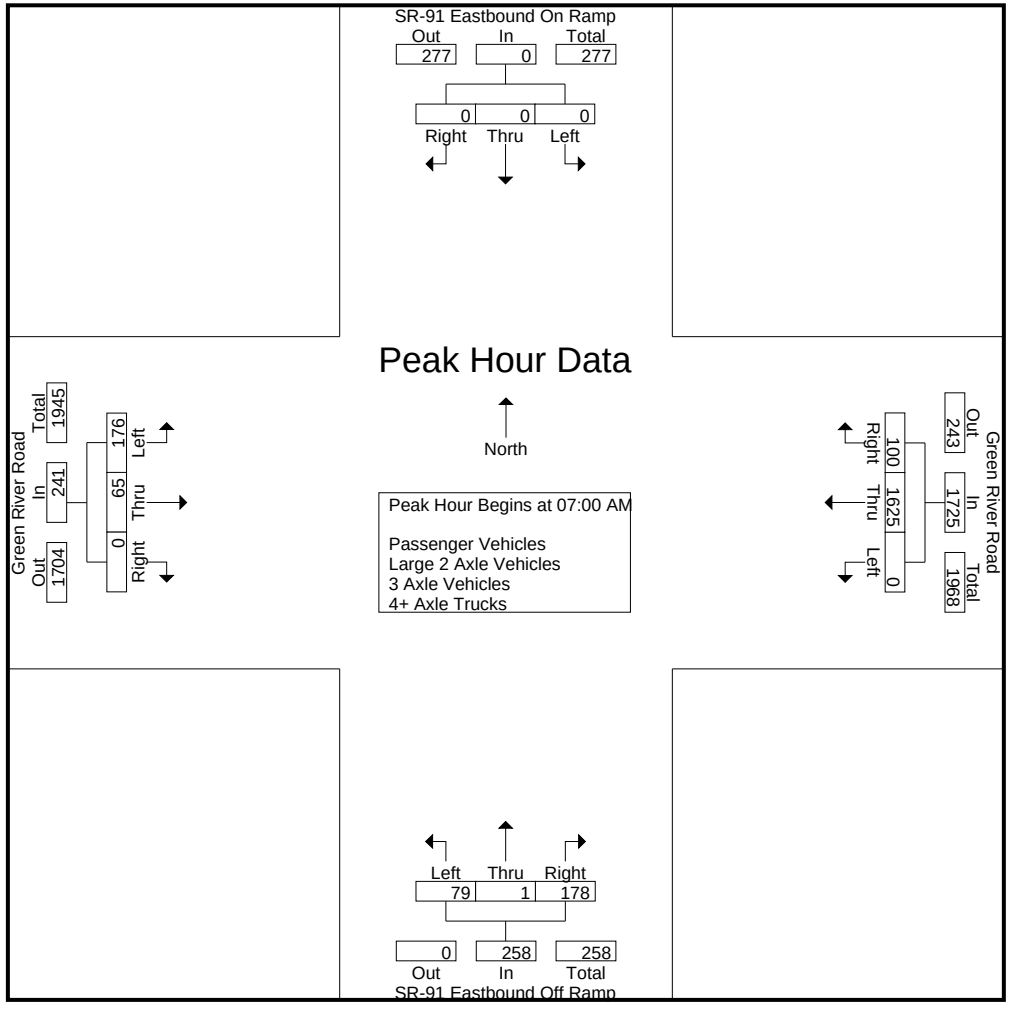
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	493	21	0	514	10	0	35	30	45	23	8	0	0	31	30	590	620
07:15 AM	0	0	0	0	0	0	346	21	1	367	22	1	49	36	72	45	14	0	0	59	37	498	535
07:30 AM	0	0	0	0	0	0	442	26	1	468	24	0	51	39	75	52	23	0	0	75	40	618	658
07:45 AM	0	0	0	0	0	0	344	32	6	376	23	0	43	37	66	56	20	0	0	76	43	518	561
Total	0	0	0	0	0	0	1625	100	8	1725	79	1	178	142	258	176	65	0	0	241	150	2224	2374
08:00 AM	0	0	0	0	0	0	319	21	4	340	34	0	50	32	84	49	16	0	0	65	36	489	525
08:15 AM	0	0	0	0	0	0	333	27	3	360	38	1	54	38	93	48	25	0	0	73	41	526	567
08:30 AM	0	0	0	0	0	0	320	24	2	344	41	0	64	51	105	30	24	0	0	54	53	503	556
08:45 AM	0	0	0	0	0	0	282	23	1	305	37	0	58	48	95	27	14	0	0	41	49	441	490
Total	0	0	0	0	0	0	1254	95	10	1349	150	1	226	169	377	154	79	0	0	233	179	1959	2138
Grand Total	0	0	0	0	0	0	2879	195	18	3074	229	2	404	311	635	330	144	0	0	474	329	4183	4512
Apprch %	0	0	0			0	93.7	6.3			36.1	0.3	63.6			69.6	30.4	0					
Total %	0	0	0		0	0	68.8	4.7		73.5	5.5	0	9.7		15.2	7.9	3.4	0		11.3	7.3	92.7	
Passenger Vehicles	0	0	0		0	0	2841	192		3051	207	2	393		908	304	135	0		439	0	0	4398
% Passenger Vehicles	0	0	0	0	0	0	98.7	98.5	100	98.7	90.4	100	97.3	98.4	96	92.1	93.8	0	0	92.6	0	0	97.5
Large 2 Axle Vehicles	0	0	0		0	0	32	2		34	20	0	9		34	14	8	0		22	0	0	90
% Large 2 Axle Vehicles	0	0	0	0	0	0	1.1	1	0	1.1	8.7	0	2.2	1.6	3.6	4.2	5.6	0	0	4.6	0	0	2
3 Axle Vehicles	0	0	0		0	0	3	0		3	1	0	0		1	2	0	0		2	0	0	6
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0	0	0.1	0.4	0	0	0	0.1	0.6	0	0	0	0.4	0	0	0.1
4+ Axle Trucks	0	0	0		0	0	3	1		4	1	0	2		3	10	1	0		11	0	0	18
% 4+ Axle Trucks	0	0	0	0	0	0	0.1	0.5	0	0.1	0.4	0	0.5	0	0.3	3	0.7	0	0	2.3	0	0	0.4

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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	0	0	0	0	0	**493**	21	**514**	10	0	35	45	23	8	0	31	590
07:15 AM	0	0	0	0	0	346	21	367	22	**1**	49	72	45	14	0	59	498
07:30 AM	0	0	0	0	0	442	26	468	**24**	0	**51**	**75**	52	**23**	0	75	**618**
07:45 AM	0	0	0	0	0	344	**32**	376	23	0	43	66	**56**	20	0	**76**	518
Total Volume	0	0	0	0	0	1625	100	1725	79	1	178	258	176	65	0	241	2224
% App. Total	0	0	0		0	94.2	5.8		30.6	0.4	69		73	27	0		
PHF	.000	.000	.000	.000	.000	.824	.781	.839	.823	.250	.873	.860	.786	.707	.000	.793	.900

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City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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:																	
	07:00 AM				07:00 AM				08:00 AM				07:30 AM				
+0 mins.	0	0	0	0	0	**493**	21	**514**	34	0	50	84	52	23	0	75	
+15 mins.	0	0	0	0	0	346	21	367	38	**1**	54	93	**56**	20	0	**76**	
+30 mins.	0	0	0	0	0	442	26	468	**41**	0	**64**	**105**	49	16	0	65	
+45 mins.	0	0	0	0	0	344	**32**	376	37	0	58	95	48	**25**	0	73	
Total Volume	0	0	0	0	0	1625	100	1725	150	1	226	377	205	84	0	289	
% App. Total	0	0	0		0	94.2	5.8		39.8	0.3	59.9		70.9	29.1	0		
PHF	.000	.000	.000	.000	.000	.824	.781	.839	.915	.250	.883	.898	.915	.840	.000	.951	

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Groups Printed- Passenger Vehicles

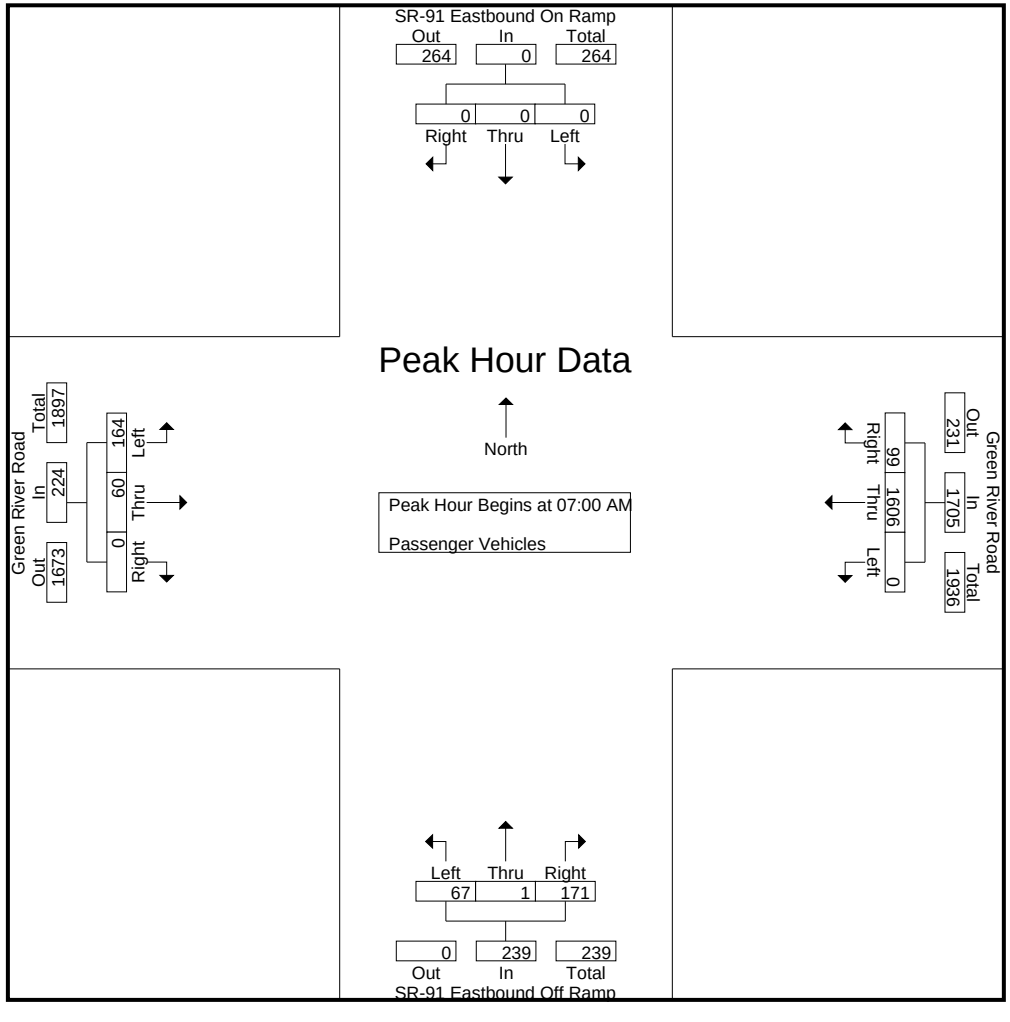
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	486	21	0	507	10	0	35	30	45	21	6	0	0	27	30	579	609
07:15 AM	0	0	0	0	0	0	343	21	1	364	16	1	47	36	64	43	11	0	0	54	37	482	519
07:30 AM	0	0	0	0	0	0	439	25	1	464	22	0	49	38	71	49	23	0	0	72	39	607	646
07:45 AM	0	0	0	0	0	0	338	32	6	370	19	0	40	35	59	51	20	0	0	71	41	500	541
Total	0	0	0	0	0	0	1606	99	8	1705	67	1	171	139	239	164	60	0	0	224	147	2168	2315
08:00 AM	0	0	0	0	0	0	315	21	4	336	34	0	49	32	83	43	15	0	0	58	36	477	513
08:15 AM	0	0	0	0	0	0	326	26	3	352	32	1	52	37	85	44	23	0	0	67	40	504	544
08:30 AM	0	0	0	0	0	0	316	24	2	340	39	0	64	51	103	27	23	0	0	50	53	493	546
08:45 AM	0	0	0	0	0	0	278	22	1	300	35	0	57	47	92	26	14	0	0	40	48	432	480
Total	0	0	0	0	0	0	1235	93	10	1328	140	1	222	167	363	140	75	0	0	215	177	1906	2083
Grand Total	0	0	0	0	0	0	2841	192	18	3033	207	2	393	306	602	304	135	0	0	439	324	4074	4398
Apprch %	0	0	0			0	93.7	6.3			34.4	0.3	65.3			69.2	30.8	0					
Total %	0	0	0		0	0	69.7	4.7		74.4	5.1	0	9.6		14.8	7.5	3.3	0		10.8	7.4	92.6	

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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	**486**	21	**507**	10	0	35	45	21	6	0	27	579
07:15 AM	0	0	0	0	0	343	21	364	16	**1**	47	64	43	11	0	54	482
07:30 AM	0	0	0	0	0	439	25	464	**22**	0	**49**	**71**	49	**23**	0	**72**	**607**
07:45 AM	0	0	0	0	0	338	**32**	370	19	0	40	59	**51**	20	0	71	500
Total Volume	0	0	0	0	0	1606	99	1705	67	1	171	239	164	60	0	224	2168
% App. Total	0	0	0		0	94.2	5.8		28	0.4	71.5		73.2	26.8	0		
PHF	.000	.000	.000	.000	.000	.826	.773	.841	.761	.250	.872	.842	.804	.652	.000	.778	.893

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City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
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File Name : 02_COR_91E_GR AM
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	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	**486**	21	**507**	10	0	35	45	21	6	0	27	
+15 mins.	0	0	0	0	0	343	21	364	16	**1**	47	64	43	11	0	54	
+30 mins.	0	0	0	0	0	439	25	464	**22**	0	**49**	**71**	49	**23**	0	**72**	
+45 mins.	0	0	0	0	0	338	**32**	370	19	0	40	59	**51**	20	0	71	
Total Volume	0	0	0	0	0	1606	99	1705	67	1	171	239	164	60	0	224	
% App. Total	0	0	0		0	94.2	5.8		28	0.4	71.5		73.2	26.8	0		
PHF	.000	.000	.000	.000	.000	.826	.773	.841	.761	.250	.872	.842	.804	.652	.000	.778	

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Groups Printed- Large 2 Axle Vehicles

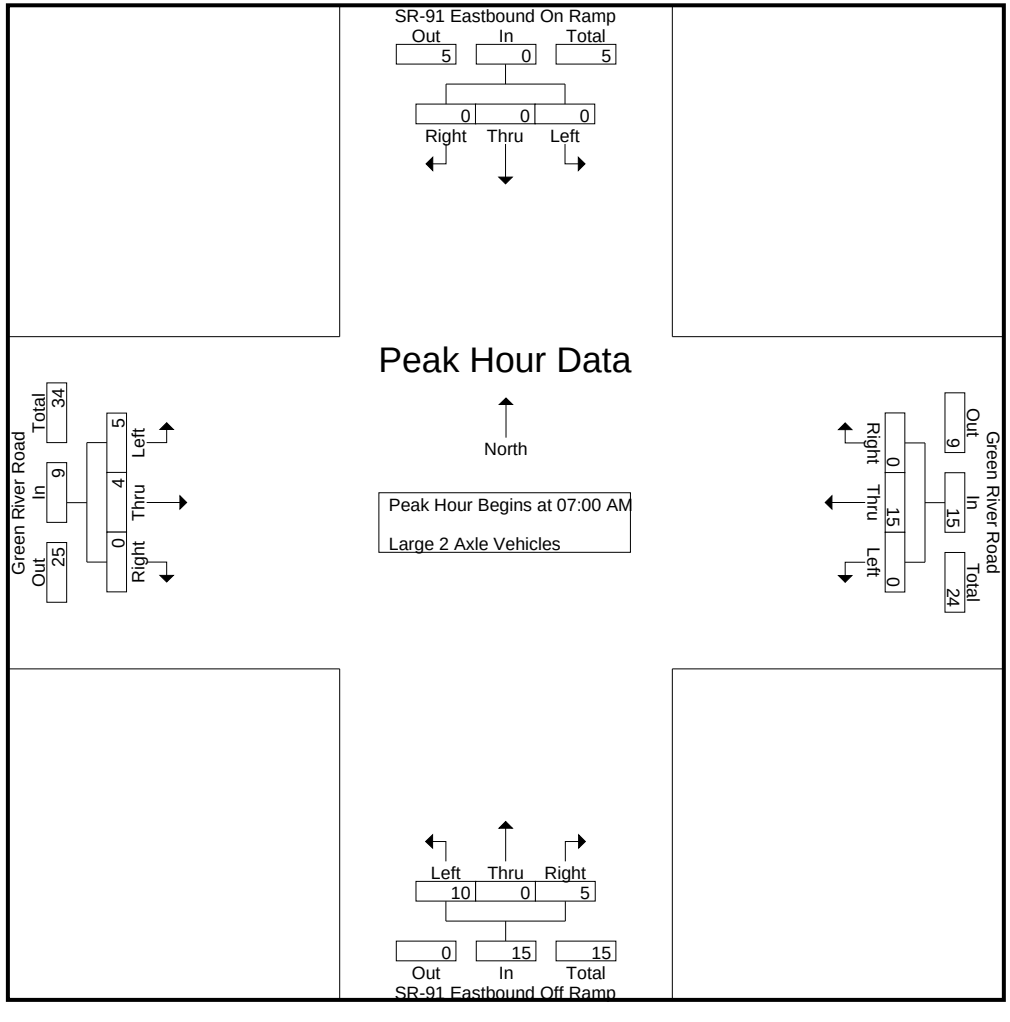
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
07:15 AM	0	0	0	0	0	0	3	0	0	3	6	0	0	0	6	1	3	0	0	4	0	13	13
07:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	2	1	3	1	0	0	0	1	1	7	8
07:45 AM	0	0	0	0	0	0	4	0	0	4	3	0	3	2	6	3	0	0	0	3	2	13	15
Total	0	0	0	0	0	0	15	0	0	15	10	0	5	3	15	5	4	0	0	9	3	39	42
08:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	4	1	0	0	5	0	10	10
08:15 AM	0	0	0	0	0	0	7	1	0	8	6	0	2	1	8	1	2	0	0	3	1	19	20
08:30 AM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	3	1	0	0	4	0	9	9
08:45 AM	0	0	0	0	0	0	3	1	0	4	2	0	1	1	3	1	0	0	0	1	1	8	9
Total	0	0	0	0	0	0	17	2	0	19	10	0	4	2	14	9	4	0	0	13	2	46	48
Grand Total	0	0	0	0	0	0	32	2	0	34	20	0	9	5	29	14	8	0	0	22	5	85	90
Apprch %	0	0	0			0	94.1	5.9			69	0	31			63.6	36.4	0					
Total %	0	0	0		0	0	37.6	2.4		40	23.5	0	10.6		34.1	16.5	9.4	0		25.9	5.6	94.4	

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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	**5**	0	**5**	0	0	0	0	0	1	0	1	6
07:15 AM	0	0	0	0	0	3	0	3	**6**	0	0	**6**	1	**3**	0	**4**	**13**
07:30 AM	0	0	0	0	0	3	0	3	1	0	2	3	1	0	0	1	7
07:45 AM	0	0	0	0	0	4	0	4	3	0	**3**	6	**3**	0	0	3	13
Total Volume	0	0	0	0	0	15	0	15	10	0	5	15	5	4	0	9	39
% App. Total	0	0	0		0	100	0		66.7	0	33.3		55.6	44.4	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.417	.000	.417	.625	.417	.333	.000	.563	.750

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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
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	**5**	0	**5**	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	3	0	3	**6**	0	0	**6**	1	**3**	0	**4**	
+30 mins.	0	0	0	0	0	3	0	3	1	0	2	3	1	0	0	1	
+45 mins.	0	0	0	0	0	4	0	4	3	0	**3**	6	**3**	0	0	3	
Total Volume	0	0	0	0	0	15	0	15	10	0	5	15	5	4	0	9	
% App. Total	0	0	0		0	100	0		66.7	0	33.3		55.6	44.4	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.417	.000	.417	.625	.417	.333	.000	.563	

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Groups Printed- 3 Axle Vehicles

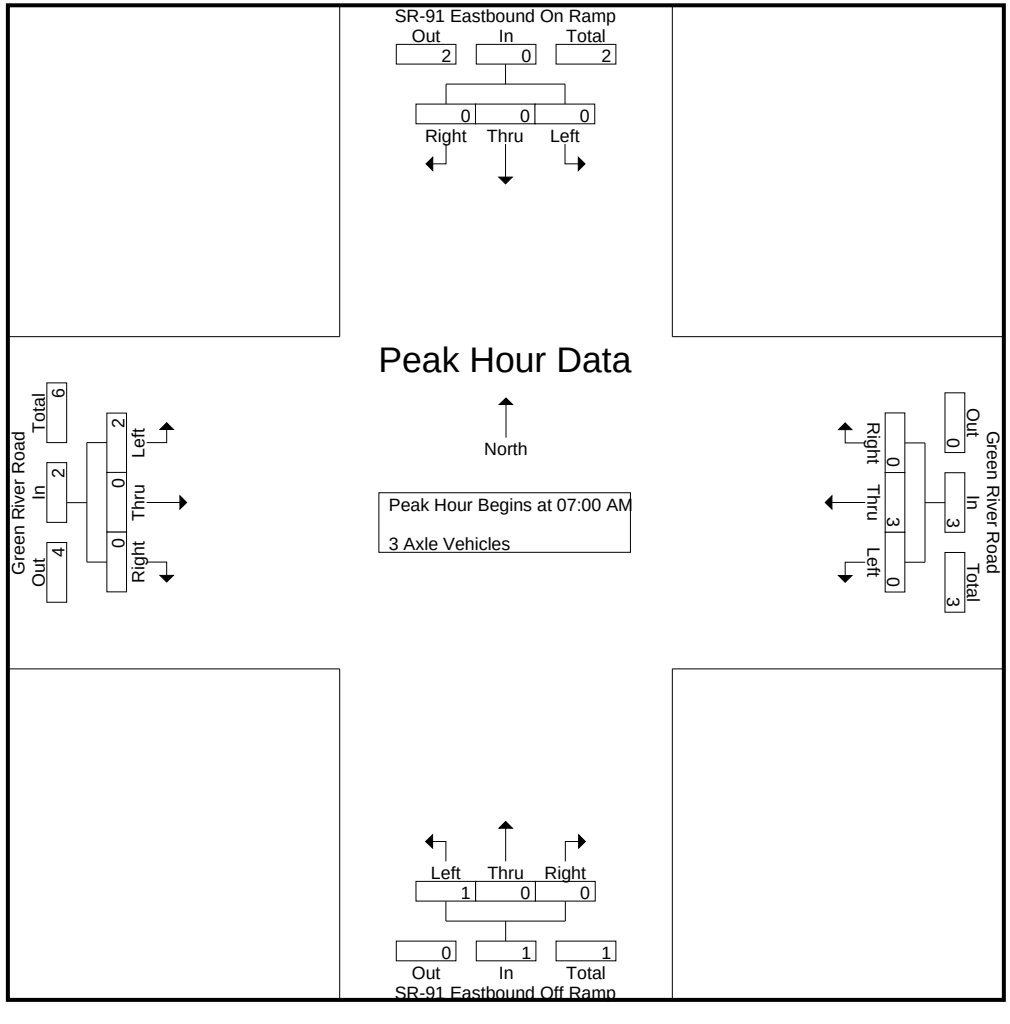
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	3	3
07:15 AM	0	0	0	0	0	0	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	0	1	0	0	0	1	1	0	0	0	1	0	2	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	2	0	0	0	2	0	6	6
08:00 AM	0	0	0	0	0	0	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	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	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	2	0	0	0	2	0	6	6
Apprch %	0	0	0			0	100	0			100	0	0			100	0	0					
Total %	0	0	0		0	0	50	0		50	16.7	0	0		16.7	33.3	0	0		33.3	0	100	

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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	**2**	0	**2**	0	0	0	0	**1**	0	0	**1**	**3**
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	**1**	0	0	**1**	1	0	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	2	0	0	2	6
% App. Total	0	0	0		0	100	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.500	.000	.000	.500	.500

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City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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Weather: Clear

File Name : 02_COR_91E_GR AM
Site Code : 05123282
Start Date : 3/28/2023

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**1**	0	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1	0	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	3	0	3	1	0	0	1	2	0	0	2	
% App. Total	0	0	0		0	100	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.500	.000	.000	.500	

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File Name : 02_COR_91E_GR AM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

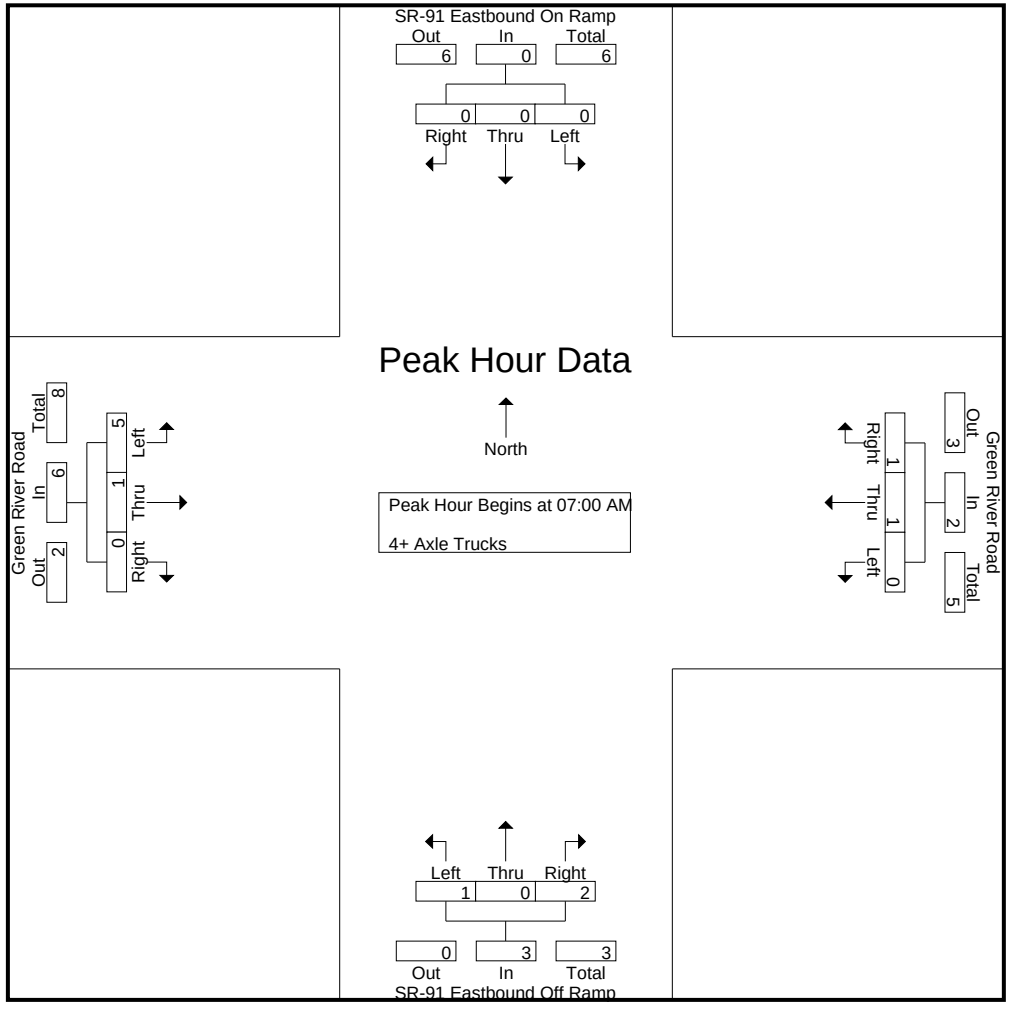
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	3	3
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	0	0	0	2	0	4	4
Total	0	0	0	0	0	0	1	1	0	2	1	0	2	0	3	5	1	0	0	6	0	11	11
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	3	3
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0	0	0	5	0	7	7
Grand Total	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	10	1	0	0	11	0	18	18
Apprch %	0	0	0			0	75	25			33.3	0	66.7			90.9	9.1	0					
Total %	0	0	0		0	0	16.7	5.6		22.2	5.6	0	11.1		16.7	55.6	5.6	0		61.1	0	100	

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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	**1**	0	**2**	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	**1**	0	1	**1**	0	0	1	**2**	0	0	2	**4**
Total Volume	0	0	0	0	0	1	1	2	1	0	2	3	5	1	0	6	11
% App. Total	0	0	0		0	50	50		33.3	0	66.7		83.3	16.7	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.250	.000	.250	.375	.625	.250	.000	.750	.688

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City of Corona
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File Name : 02_COR_91E_GR AM
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	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 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	**1**	0	**2**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	**2**	**2**	1	0	0	1	
+30 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1	0	0	1	
+45 mins.	0	0	0	0	0	**1**	0	1	**1**	0	0	1	**2**	0	0	2	
Total Volume	0	0	0	0	0	1	1	2	1	0	2	3	5	1	0	6	
% App. Total	0	0	0		0	50	50		33.3	0	66.7		83.3	16.7	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.250	.000	.250	.375	.625	.250	.000	.750	

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

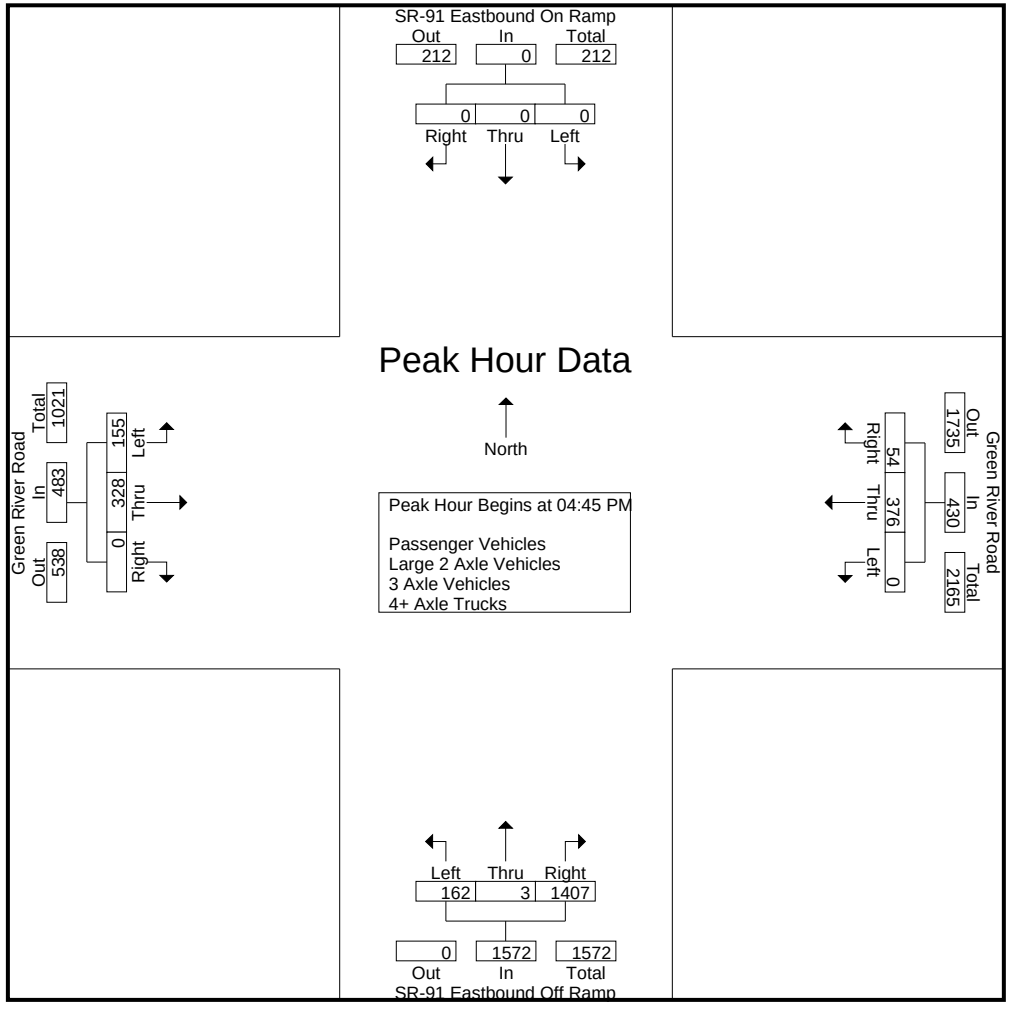
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	124	22	10	146	46	0	305	170	351	60	69	0	0	129	180	626	806
04:15 PM	0	0	0	0	0	0	82	17	11	99	33	1	329	128	363	37	64	0	0	101	139	563	702
04:30 PM	0	0	0	0	0	0	85	13	9	98	33	0	338	126	371	48	48	0	0	96	135	565	700
04:45 PM	0	0	0	0	0	0	99	10	3	109	34	0	351	124	385	36	85	0	0	121	127	615	742
Total	0	0	0	0	0	0	390	62	33	452	146	1	1323	548	1470	181	266	0	0	447	581	2369	2950
05:00 PM	0	0	0	0	0	0	87	16	9	103	40	0	350	94	390	29	107	0	0	136	103	629	732
05:15 PM	0	0	0	0	0	0	93	12	7	105	51	0	361	127	412	42	57	0	0	99	134	616	750
05:30 PM	0	0	0	0	0	0	97	16	8	113	37	3	345	110	385	48	79	0	0	127	118	625	743
05:45 PM	0	0	0	0	0	0	82	14	9	96	51	0	318	120	369	43	50	0	0	93	129	558	687
Total	0	0	0	0	0	0	359	58	33	417	179	3	1374	451	1556	162	293	0	0	455	484	2428	2912
Grand Total	0	0	0	0	0	0	749	120	66	869	325	4	2697	999	3026	343	559	0	0	902	1065	4797	5862
Apprch %	0	0	0			0	86.2	13.8			10.7	0.1	89.1			38	62	0					
Total %	0	0	0		0	0	15.6	2.5		18.1	6.8	0.1	56.2		63.1	7.2	11.7	0		18.8	18.2	81.8	
Passenger Vehicles	0	0	0		0	0	741	115		921	312	3	2667		3969	330	556	0		886	0	0	5776
% Passenger Vehicles	0	0	0	0	0	0	98.9	95.8	98.5	98.5	96	75	98.9	98.8	98.6	96.2	99.5	0	0	98.2	0	0	98.5
Large 2 Axle Vehicles	0	0	0		0	0	8	4		13	13	1	27		53	11	2	0		13	0	0	79
% Large 2 Axle Vehicles	0	0	0	0	0	0	1.1	3.3	1.5	1.4	4	25	1	1.2	1.3	3.2	0.4	0	0	1.4	0	0	1.3
3 Axle Vehicles	0	0	0		0	0	0	0		0	0	0	1		1	1	0	0		1	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.1	0	0	0
4+ Axle Trucks	0	0	0		0	0	0	1		1	0	0	2		2	1	1	0		2	0	0	5
% 4+ Axle Trucks	0	0	0	0	0	0	0	0.8	0	0.1	0	0	0.1	0	0	0.3	0.2	0	0	0.2	0	0	0.1

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 04:45 PM																	
04:45 PM	0	0	0	0	0	**99**	10	109	34	0	351	385	36	85	0	121	615
05:00 PM	0	0	0	0	0	87	**16**	103	40	0	350	390	29	**107**	0	**136**	**629**
05:15 PM	0	0	0	0	0	93	12	105	**51**	0	**361**	**412**	42	57	0	99	616
05:30 PM	0	0	0	0	0	97	16	**113**	37	**3**	345	385	**48**	79	0	127	625
Total Volume	0	0	0	0	0	376	54	430	162	3	1407	1572	155	328	0	483	2485
% App. Total	0	0	0		0	87.4	12.6		10.3	0.2	89.5		32.1	67.9	0		
PHF	.000	.000	.000	.000	.000	.949	.844	.951	.794	.250	.974	.954	.807	.766	.000	.888	.988

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	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	**124**	**22**	**146**	34	0	351	385	36	85	0	121	
+15 mins.	0	0	0	0	0	82	17	99	40	0	350	390	29	**107**	0	**136**	
+30 mins.	0	0	0	0	0	85	13	98	**51**	0	**361**	**412**	42	57	0	99	
+45 mins.	0	0	0	0	0	99	10	109	37	**3**	345	385	**48**	79	0	127	
Total Volume	0	0	0	0	0	390	62	452	162	3	1407	1572	155	328	0	483	
% App. Total	0	0	0		0	86.3	13.7		10.3	0.2	89.5		32.1	67.9	0		
PHF	.000	.000	.000	.000	.000	.786	.705	.774	.794	.250	.974	.954	.807	.766	.000	.888	

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Groups Printed- Passenger Vehicles

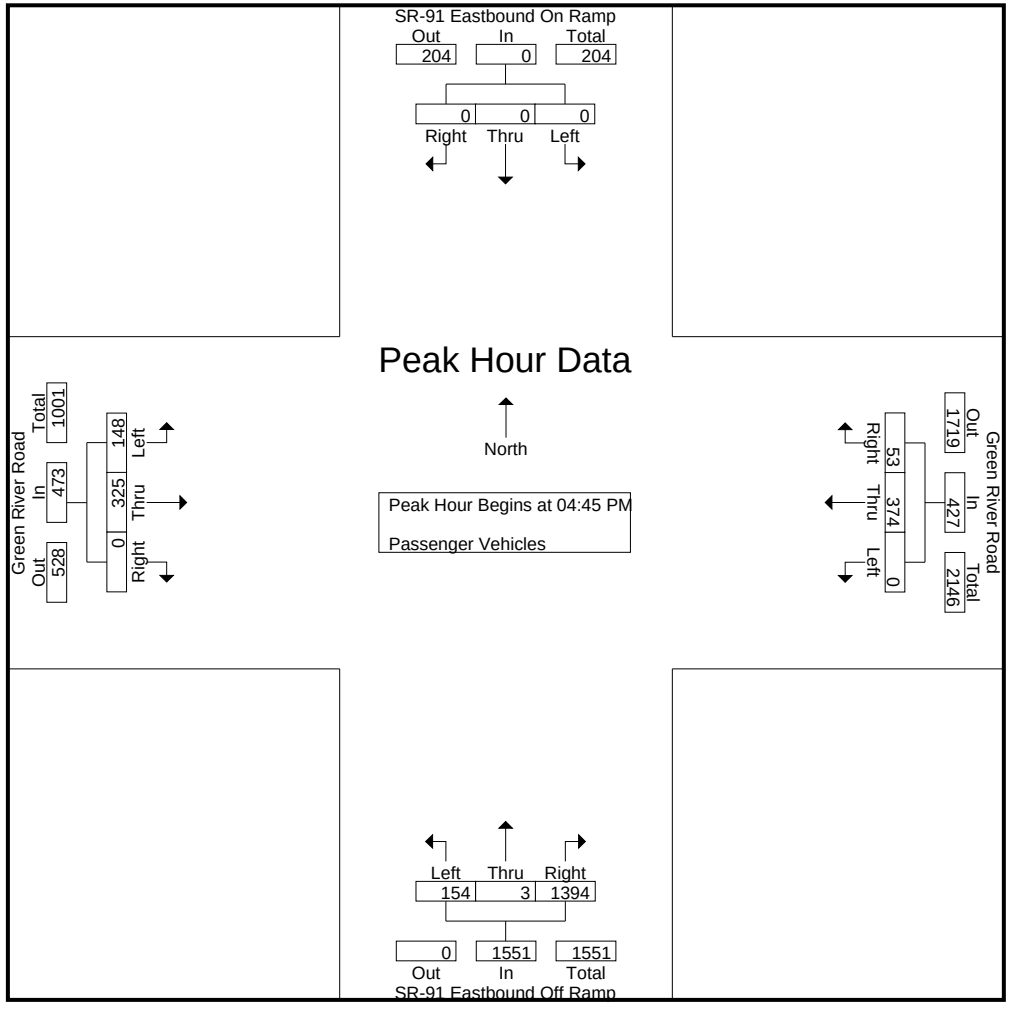
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	121	20	10	141	44	0	295	167	339	57	69	0	0	126	177	606	783
04:15 PM	0	0	0	0	0	0	80	17	11	97	32	0	328	128	360	36	64	0	0	100	139	557	696
04:30 PM	0	0	0	0	0	0	85	11	8	96	32	0	334	123	366	47	48	0	0	95	131	557	688
04:45 PM	0	0	0	0	0	0	99	10	3	109	32	0	349	124	381	33	84	0	0	117	127	607	734
Total	0	0	0	0	0	0	385	58	32	443	140	0	1306	542	1446	173	265	0	0	438	574	2327	2901
05:00 PM	0	0	0	0	0	0	87	15	9	102	38	0	345	90	383	27	106	0	0	133	99	618	717
05:15 PM	0	0	0	0	0	0	92	12	7	104	47	0	356	126	403	42	57	0	0	99	133	606	739
05:30 PM	0	0	0	0	0	0	96	16	8	112	37	3	344	109	384	46	78	0	0	124	117	620	737
05:45 PM	0	0	0	0	0	0	81	14	9	95	50	0	316	120	366	42	50	0	0	92	129	553	682
Total	0	0	0	0	0	0	356	57	33	413	172	3	1361	445	1536	157	291	0	0	448	478	2397	2875
Grand Total	0	0	0	0	0	0	741	115	65	856	312	3	2667	987	2982	330	556	0	0	886	1052	4724	5776
Apprch %	0	0	0			0	86.6	13.4			10.5	0.1	89.4			37.2	62.8	0					
Total %	0	0	0		0	0	15.7	2.4		18.1	6.6	0.1	56.5		63.1	7	11.8	0		18.8	18.2	81.8	

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**99**	10	109	32	0	349	381	33	84	0	117	607
05:00 PM	0	0	0	0	0	87	15	102	38	0	345	383	27	**106**	0	**133**	618
05:15 PM	0	0	0	0	0	92	12	104	**47**	0	**356**	**403**	42	57	0	99	606
05:30 PM	0	0	0	0	0	96	**16**	**112**	37	**3**	344	384	**46**	78	0	124	**620**
Total Volume	0	0	0	0	0	374	53	427	154	3	1394	1551	148	325	0	473	2451
% App. Total	0	0	0		0	87.6	12.4		9.9	0.2	89.9		31.3	68.7	0		
PHF	.000	.000	.000	.000	.000	.944	.828	.953	.819	.250	.979	.962	.804	.767	.000	.889	.988

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	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	**99**	10	109	32	0	349	381	33	84	0	117	
+15 mins.	0	0	0	0	0	87	15	102	38	0	345	383	27	**106**	0	**133**	
+30 mins.	0	0	0	0	0	92	12	104	**47**	0	**356**	**403**	42	57	0	99	
+45 mins.	0	0	0	0	0	96	**16**	**112**	37	**3**	344	384	**46**	78	0	124	
Total Volume	0	0	0	0	0	374	53	427	154	3	1394	1551	148	325	0	473	
% App. Total	0	0	0		0	87.6	12.4		9.9	0.2	89.9		31.3	68.7	0		
PHF	.000	.000	.000	.000	.000	.944	.828	.953	.819	.250	.979	.962	.804	.767	.000	.889	

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E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

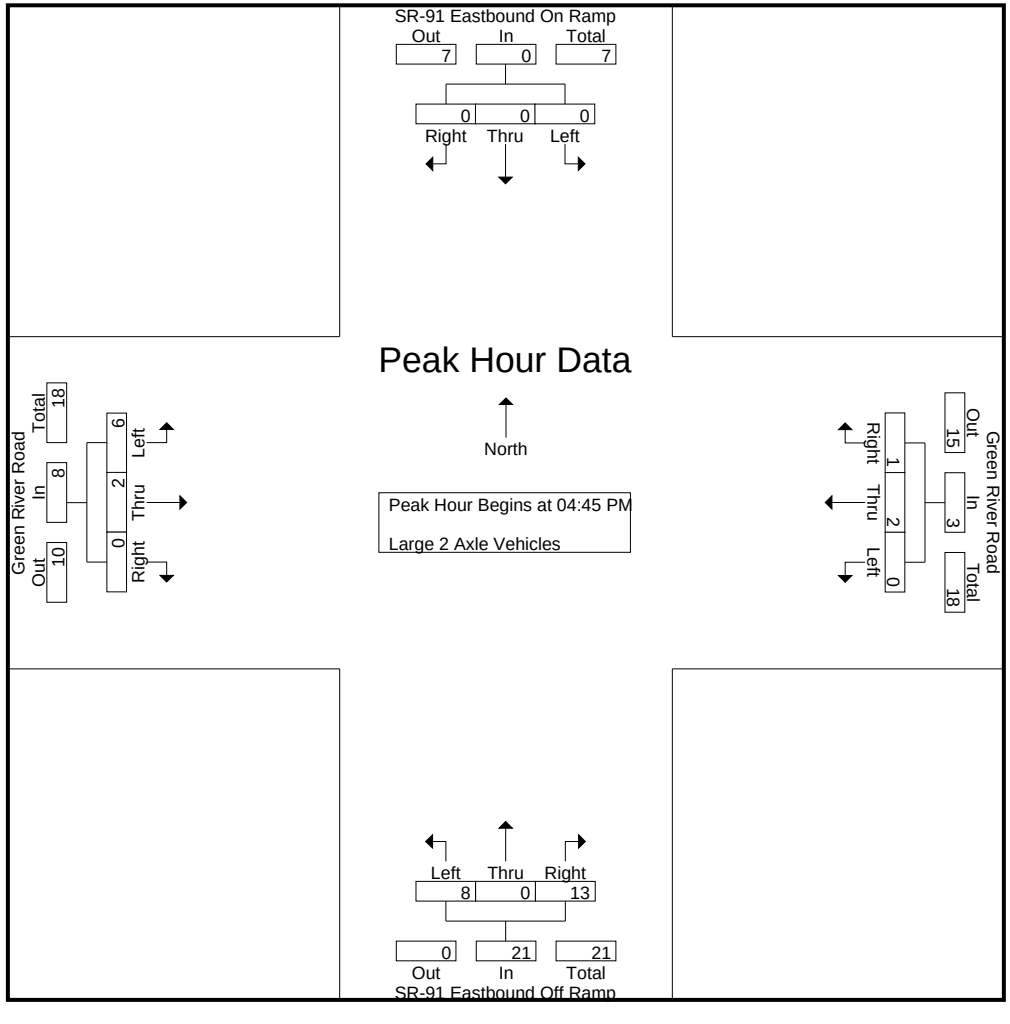
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	1	0	4	2	0	8	3	10	3	0	0	0	3	3	17	20
04:15 PM	0	0	0	0	0	0	2	0	0	2	1	1	1	0	3	0	0	0	0	0	0	5	5
04:30 PM	0	0	0	0	0	0	0	2	1	2	1	0	3	3	4	1	0	0	0	1	4	7	11
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	3	1	0	0	4	0	8	8
Total	0	0	0	0	0	0	5	3	1	8	6	1	14	6	21	7	1	0	0	8	7	37	44
05:00 PM	0	0	0	0	0	0	0	1	0	1	2	0	5	4	7	1	1	0	0	2	4	10	14
05:15 PM	0	0	0	0	0	0	1	0	0	1	4	0	5	1	9	0	0	0	0	0	1	10	11
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	2	0	0	0	2	1	4	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	1	0	0	0	1	0	5	5
Total	0	0	0	0	0	0	3	1	0	4	7	0	13	6	20	4	1	0	0	5	6	29	35
Grand Total	0	0	0	0	0	0	8	4	1	12	13	1	27	12	41	11	2	0	0	13	13	66	79
Apprch %	0	0	0			0	66.7	33.3			31.7	2.4	65.9			84.6	15.4	0					
Total %	0	0	0		0	0	12.1	6.1		18.2	19.7	1.5	40.9		62.1	16.7	3	0		19.7	16.5	83.5	

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	2	0	2	4	**3**	**1**	0	**4**	8
05:00 PM	0	0	0	0	0	0	**1**	**1**	2	0	**5**	7	1	1	0	2	**10**
05:15 PM	0	0	0	0	0	**1**	0	1	**4**	0	5	**9**	0	0	0	0	10
05:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	2	4
Total Volume	0	0	0	0	0	2	1	3	8	0	13	21	6	2	0	8	32
% App. Total	0	0	0		0	66.7	33.3		38.1	0	61.9		75	25	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.500	.000	.650	.583	.500	.500	.000	.500	.800

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

City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



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(951)268-6268

City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR PM
Site Code : 05123282
Start Date : 3/28/2023

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	2	0	2	4	**3**	**1**	0	**4**	
+15 mins.	0	0	0	0	0	0	**1**	**1**	2	0	**5**	7	1	1	0	2	
+30 mins.	0	0	0	0	0	**1**	0	1	**4**	0	5	**9**	0	0	0	0	
+45 mins.	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	2	
Total Volume	0	0	0	0	0	2	1	3	8	0	13	21	6	2	0	8	
% App. Total	0	0	0		0	66.7	33.3		38.1	0	61.9		75	25	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.500	.000	.650	.583	.500	.500	.000	.500	

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City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR PM
Site Code : 05123282
Start Date : 3/28/2023

Groups Printed- 3 Axle Vehicles

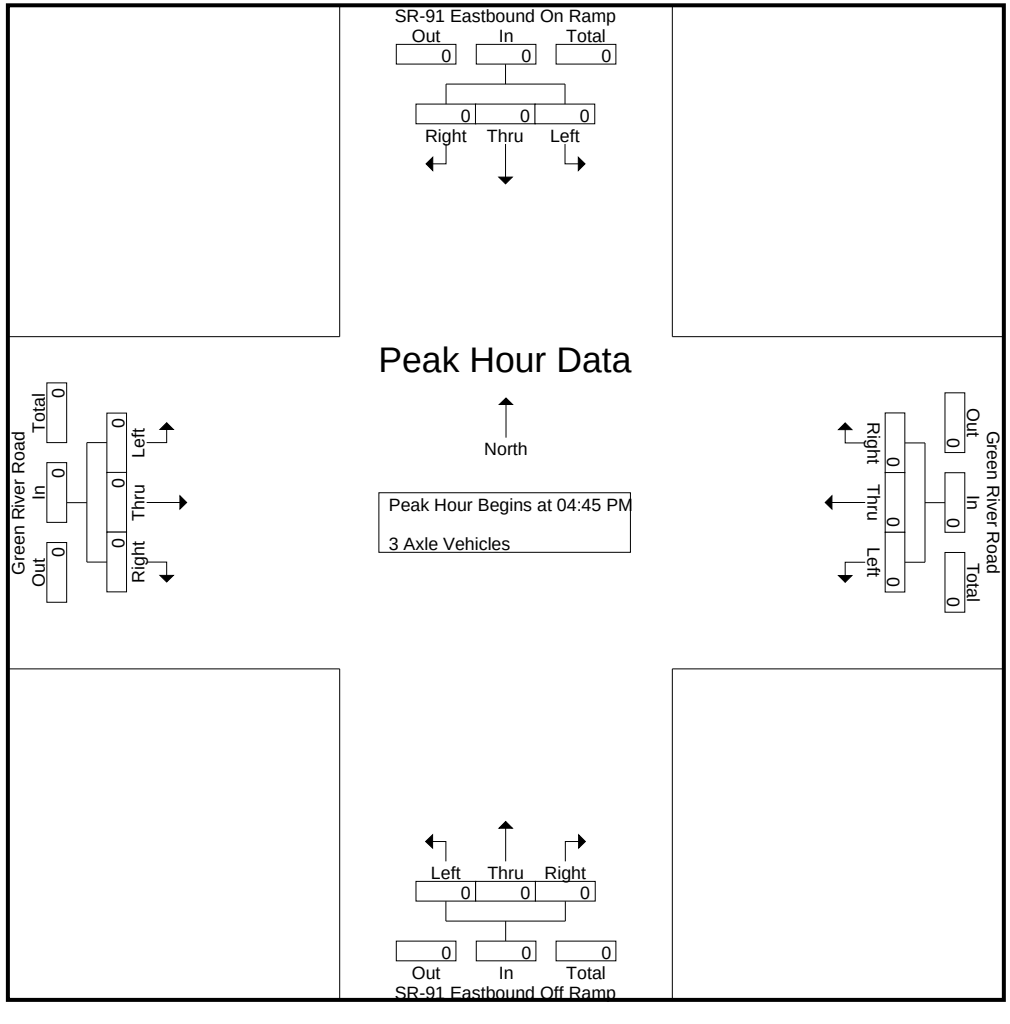
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	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	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	1	0	1	1	0	0	0	1	0	2	2
05:00 PM	0	0	0	0	0	0	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	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	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	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	2	2
Apprch %	0	0	0			0	0	0			0	0	100			100	0	0					
Total %	0	0	0		0	0	0	0		0	0	0	50		50	50	0	0		50	0	100	

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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(951)268-6268

City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



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City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR PM
Site Code : 05123282
Start Date : 3/28/2023

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

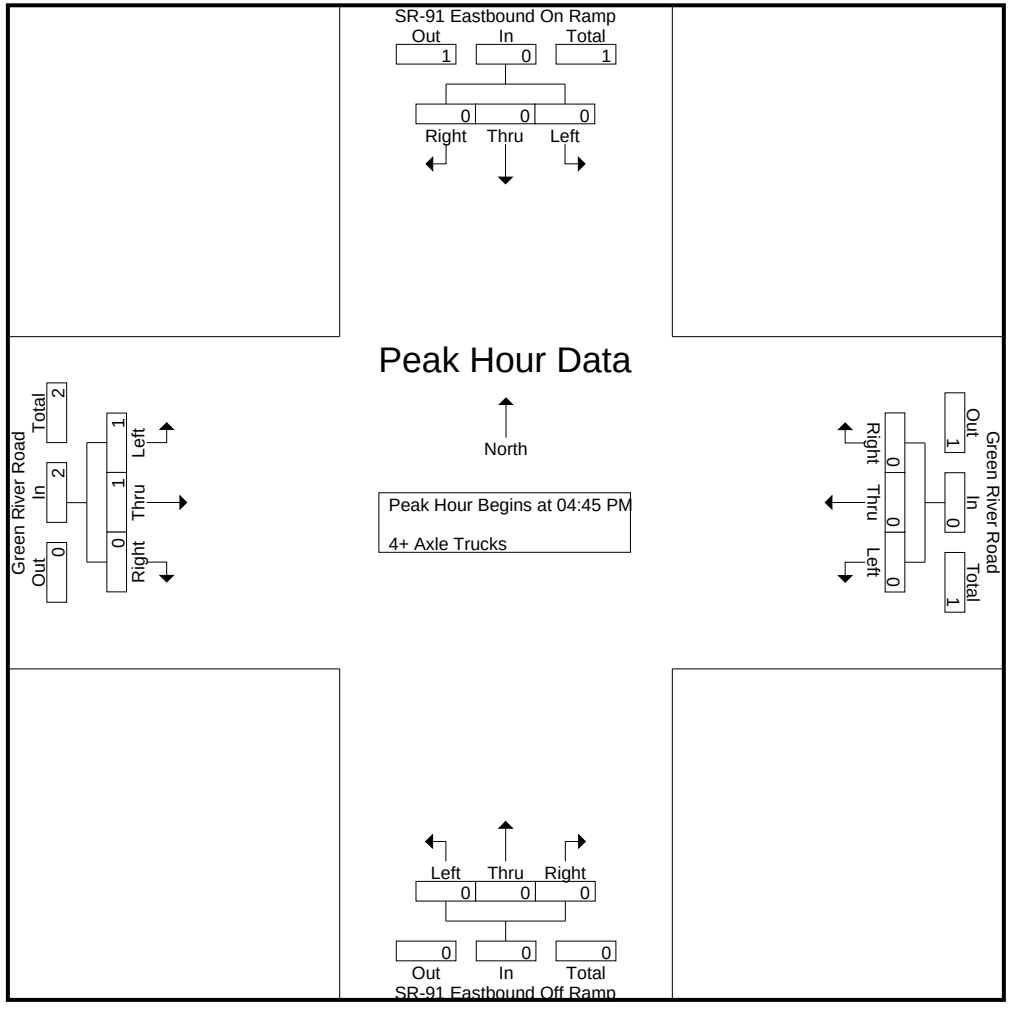
	SR-91 Eastbound On Ramp Southbound					Green River Road Westbound					SR-91 Eastbound Off Ramp Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	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	1	0	1	0	0	2	0	2	0	0	0	0	0	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	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	1	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	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	1	1	0	0	2	0	5	5
Apprch %	0	0	0			0	0	100			0	0	100			50	50	0					
Total %	0	0	0		0	0	0	20		20	0	0	40		40	20	20	0		40	0	100	

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.500

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City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



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City of Corona
N/S: SR-91 Eastbound Ramps
E/W: Green River Road
Weather: Clear

File Name : 02_COR_91E_GR PM
Site Code : 05123282
Start Date : 3/28/2023

	SR-91 Eastbound On Ramp Southbound				Green River Road Westbound				SR-91 Eastbound Off Ramp Northbound				Green River Road Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**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	0	0	0	0	**1**	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	
% App. Total	0	0	0		0	0	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	

Location: Corona
N/S: SR-91 EB Ramps
E/W: Green River Road

Date: 3/28/2023
Day: Tuesday

PEDESTRIANS

	North Leg SR-91 EB Ramps	East Leg Green River Road	South Leg SR-91 EB Ramps	West Leg Green River Road	
	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	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	0	0	3	0	3

	North Leg SR-91 EB Ramps	East Leg Green River Road	South Leg SR-91 EB Ramps	West Leg Green River Road	
	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	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

Location: Corona
N/S: SR-91 EB Ramps
E/W: Green River Road

Date: 3/28/2023
Day: Tuesday

BICYCLES

	Southbound SR-91 EB Ramps			Westbound Green River Road			Northbound SR-91 EB Ramps			Eastbound Green River Road			
	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	2	0	0	0	0	0	1	0	3
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	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	4	0	0	0	0	0	1	0	5

	Southbound SR-91 EB Ramps			Westbound Green River Road			Northbound SR-91 EB Ramps			Eastbound Green River Road			
	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	2	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	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	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	0	0	0	4	0	0	0	0	0	5	0	9

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR AM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

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

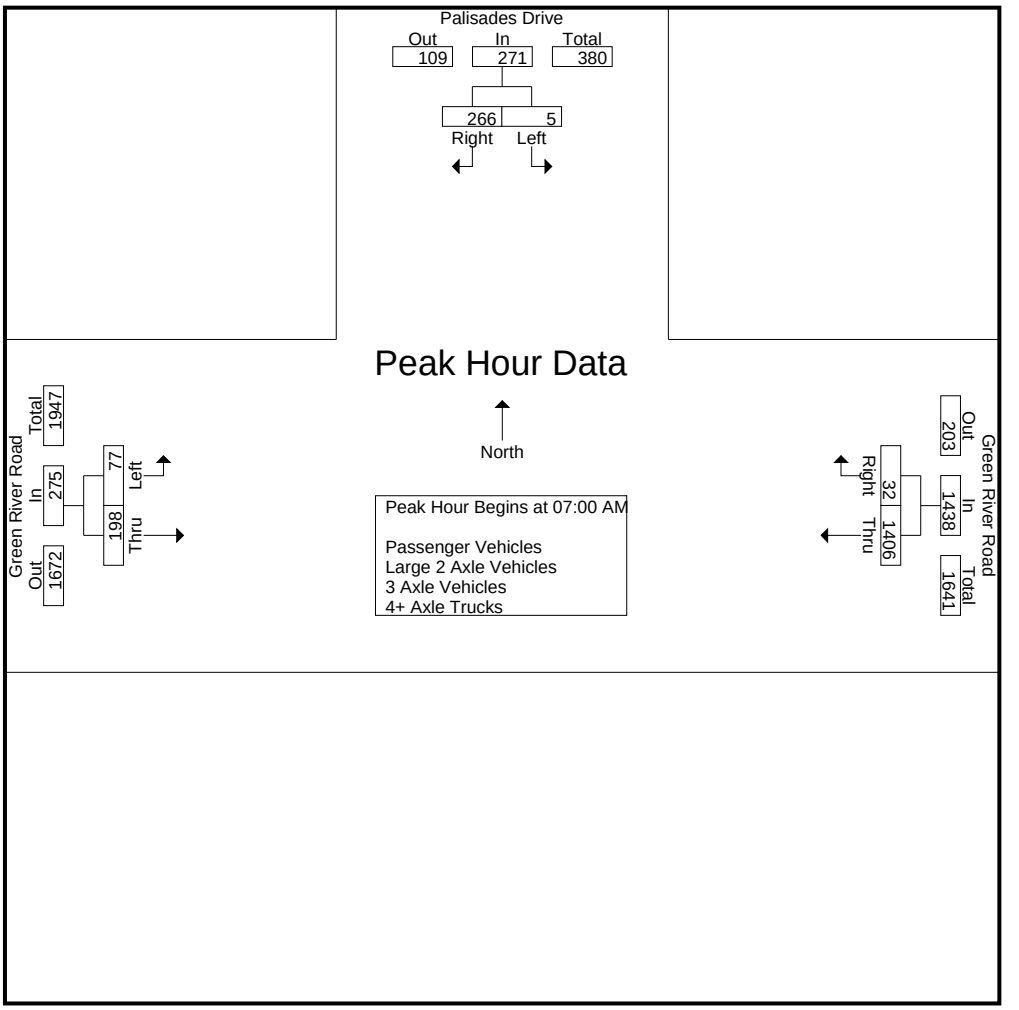
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	68	55	69	364	4	0	368	11	41	52	55	489	544
07:15 AM	1	76	60	77	388	5	3	393	21	49	70	63	540	603
07:30 AM	1	53	41	54	305	11	2	316	33	51	84	43	454	497
07:45 AM	2	69	45	71	349	12	2	361	12	57	69	47	501	548
Total	5	266	201	271	1406	32	7	1438	77	198	275	208	1984	2192
08:00 AM	2	57	49	59	304	8	1	312	17	57	74	50	445	495
08:15 AM	2	50	37	52	287	10	2	297	10	61	71	39	420	459
08:30 AM	1	47	38	48	314	11	0	325	12	67	79	38	452	490
08:45 AM	3	35	32	38	254	13	0	267	11	48	59	32	364	396
Total	8	189	156	197	1159	42	3	1201	50	233	283	159	1681	1840
Grand Total	13	455	357	468	2565	74	10	2639	127	431	558	367	3665	4032
Apprch %	2.8	97.2			97.2	2.8			22.8	77.2				
Total %	0.4	12.4		12.8	70	2		72	3.5	11.8	15.2	9.1	90.9	
Passenger Vehicles	13	444		805	2544	74		2628	124	414	538	0	0	3971
% Passenger Vehicles	100	97.6	97.5	97.6	99.2	100	100	99.2	97.6	96.1	96.4	0	0	98.5
Large 2 Axle Vehicles	0	10		18	18	0		18	3	16	19	0	0	55
% Large 2 Axle Vehicles	0	2.2	2.2	2.2	0.7	0	0	0.7	2.4	3.7	3.4	0	0	1.4
3 Axle Vehicles	0	1		2	3	0		3	0	0	0	0	0	5
% 3 Axle Vehicles	0	0.2	0.3	0.2	0.1	0	0	0.1	0	0	0	0	0	0.1
4+ Axle Trucks	0	0		0	0	0		0	0	1	1	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.2	0.2	0	0	0

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	1	68	69	364	4	368	11	41	52	489
07:15 AM	1	**76**	**77**	**388**	5	**393**	21	49	70	**540**
07:30 AM	1	53	54	305	11	316	**33**	51	**84**	454
07:45 AM	**2**	69	71	349	**12**	361	12	**57**	69	501
Total Volume	5	266	271	1406	32	1438	77	198	275	1984
% App. Total	1.8	98.2		97.8	2.2		28	72		
PHF	.625	.875	.880	.906	.667	.915	.583	.868	.818	.919

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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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			07:00 AM			07:30 AM		
+0 mins.	1	68	69	364	4	368	**33**	51	**84**
+15 mins.	1	**76**	**77**	**388**	5	**393**	12	57	69
+30 mins.	1	53	54	305	11	316	17	57	74
+45 mins.	**2**	69	71	349	**12**	361	10	**61**	71
Total Volume	5	266	271	1406	32	1438	72	226	298
% App. Total	1.8	98.2		97.8	2.2		24.2	75.8	
PHF	.625	.875	.880	.906	.667	.915	.545	.926	.887

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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Groups Printed- Passenger Vehicles

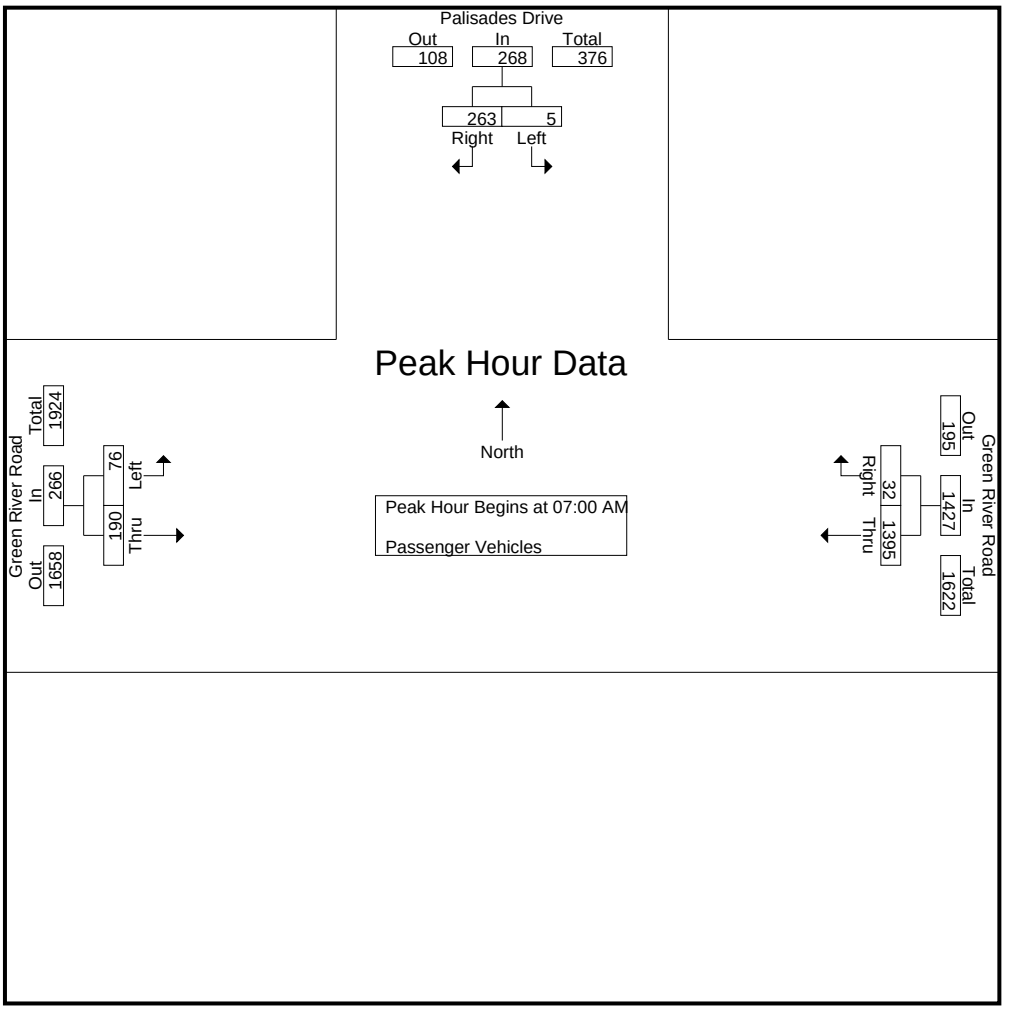
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	67	54	68	362	4	0	366	11	39	50	54	484	538
07:15 AM	1	76	60	77	387	5	3	392	21	46	67	63	536	599
07:30 AM	1	53	41	54	302	11	2	313	32	48	80	43	447	490
07:45 AM	2	67	44	69	344	12	2	356	12	57	69	46	494	540
Total	5	263	199	268	1395	32	7	1427	76	190	266	206	1961	2167
08:00 AM	2	53	45	55	302	8	1	310	17	53	70	46	435	481
08:15 AM	2	47	35	49	285	10	2	295	9	57	66	37	410	447
08:30 AM	1	46	37	47	310	11	0	321	12	66	78	37	446	483
08:45 AM	3	35	32	38	252	13	0	265	10	48	58	32	361	393
Total	8	181	149	189	1149	42	3	1191	48	224	272	152	1652	1804
Grand Total	13	444	348	457	2544	74	10	2618	124	414	538	358	3613	3971
Apprch %	2.8	97.2			97.2	2.8			23	77				
Total %	0.4	12.3		12.6	70.4	2		72.5	3.4	11.5	14.9	9	91	

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	1	67	68	362	4	366	11	39	50	484
07:15 AM	1	**76**	**77**	**387**	5	**392**	21	46	67	**536**
07:30 AM	1	53	54	302	11	313	**32**	48	**80**	447
07:45 AM	**2**	67	69	344	**12**	356	12	**57**	69	494
Total Volume	5	263	268	1395	32	1427	76	190	266	1961
% App. Total	1.9	98.1		97.8	2.2		28.6	71.4		
PHF	.625	.865	.870	.901	.667	.910	.594	.833	.831	.915

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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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		
+0 mins.	1	67	68	362	4	366	11	39	50
+15 mins.	1	**76**	**77**	**387**	5	**392**	21	46	67
+30 mins.	1	53	54	302	11	313	**32**	48	**80**
+45 mins.	**2**	67	69	344	**12**	356	12	**57**	69
Total Volume	5	263	268	1395	32	1427	76	190	266
% App. Total	1.9	98.1		97.8	2.2		28.6	71.4	
PHF	.625	.865	.870	.901	.667	.910	.594	.833	.831

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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Groups Printed- Large 2 Axle Vehicles

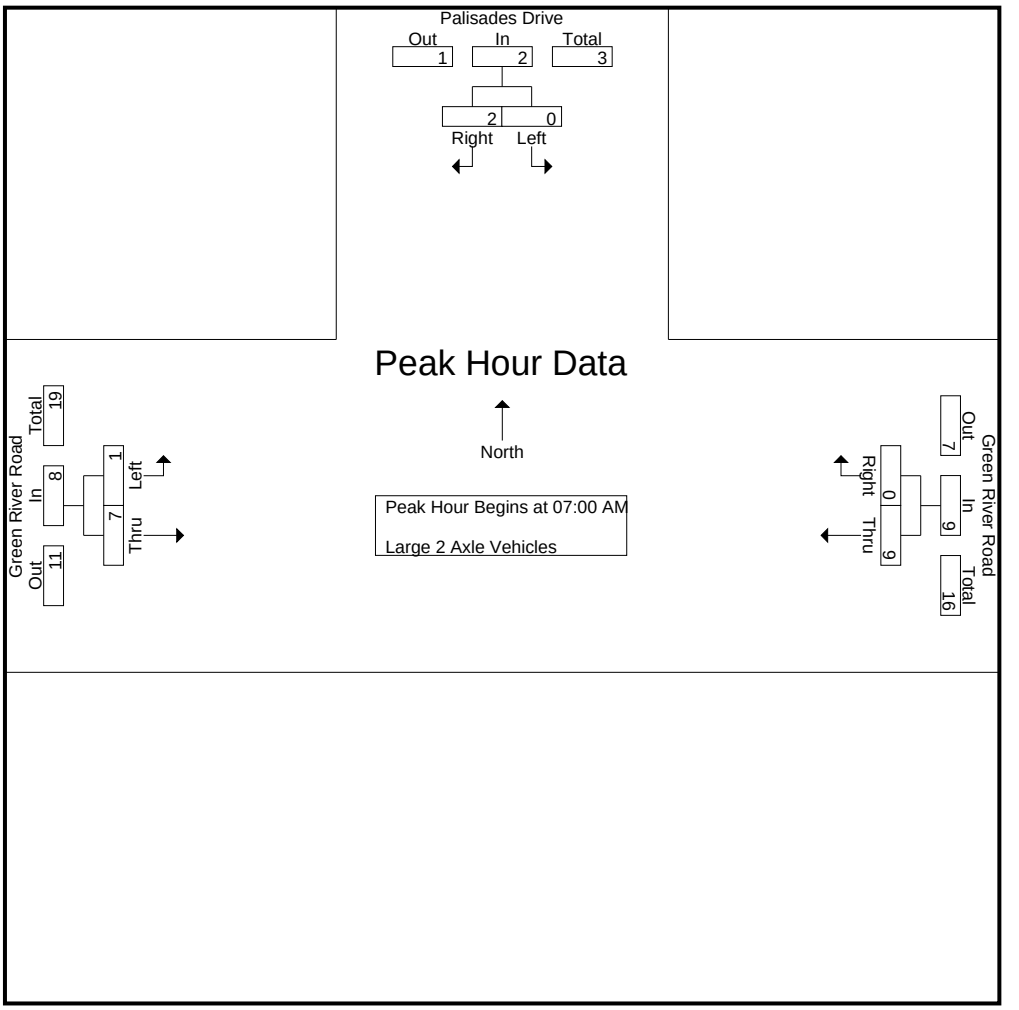
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	1	1	0	2	2
07:15 AM	0	0	0	0	1	0	0	1	0	3	3	0	4	4
07:30 AM	0	0	0	0	2	0	0	2	1	3	4	0	6	6
07:45 AM	0	2	1	2	5	0	0	5	0	0	0	1	7	8
Total	0	2	1	2	9	0	0	9	1	7	8	1	19	20
08:00 AM	0	4	4	4	2	0	0	2	0	4	4	4	10	14
08:15 AM	0	3	2	3	2	0	0	2	1	4	5	2	10	12
08:30 AM	0	1	1	1	3	0	0	3	0	1	1	1	5	6
08:45 AM	0	0	0	0	2	0	0	2	1	0	1	0	3	3
Total	0	8	7	8	9	0	0	9	2	9	11	7	28	35
Grand Total	0	10	8	10	18	0	0	18	3	16	19	8	47	55
Apprch %	0	100			100	0			15.8	84.2				
Total %	0	21.3		21.3	38.3	0		38.3	6.4	34	40.4	14.5	85.5	

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	1	0	1	0	1	1	2
07:15 AM	0	0	0	1	0	1	0	**3**	3	4
07:30 AM	0	0	0	2	0	2	**1**	3	**4**	6
07:45 AM	0	**2**	**2**	**5**	0	**5**	0	0	0	**7**
Total Volume	0	2	2	9	0	9	1	7	8	19
% App. Total	0	100		100	0		12.5	87.5		
PHF	.000	.250	.250	.450	.000	.450	.250	.583	.500	.679

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City of Corona
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File Name : 06_COR_Pali_GR AM
Site Code : 05123282
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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		
+0 mins.	0	0	0	1	0	1	0	1	1
+15 mins.	0	0	0	1	0	1	0	**3**	3
+30 mins.	0	0	0	2	0	2	**1**	3	**4**
+45 mins.	0	**2**	**2**	**5**	0	**5**	0	0	0
Total Volume	0	2	2	9	0	9	1	7	8
% App. Total	0	100		100	0		12.5	87.5	
PHF	.000	.250	.250	.450	.000	.450	.250	.583	.500

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City of Corona
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E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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Groups Printed- 3 Axle Vehicles

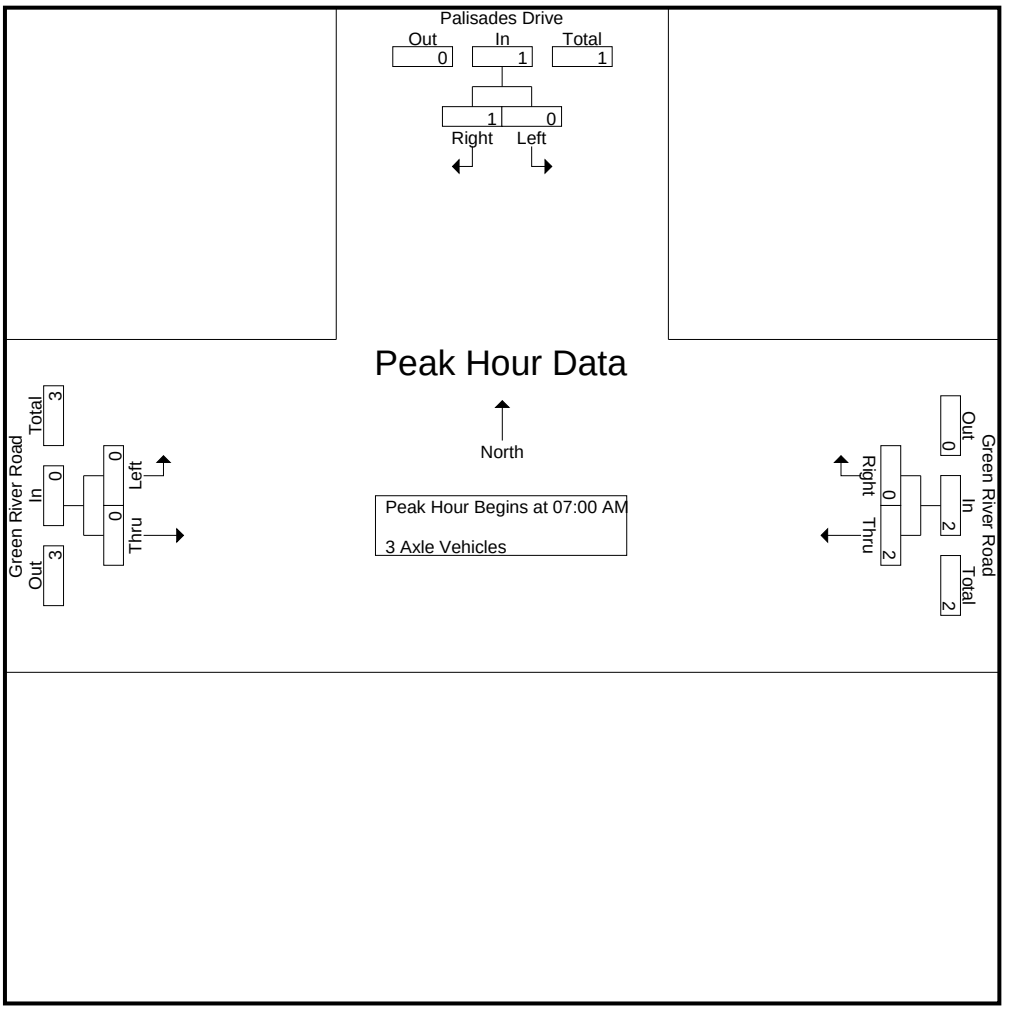
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	1	1	0	0	1	0	0	0	1	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	2	0	0	2	0	0	0	1	3	4
08:00 AM	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
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	1
Grand Total	0	1	1	1	3	0	0	3	0	0	0	1	4	5
Apprch %	0	100			100	0			0	0				
Total %	0	25		25	75	0		75	0	0	0	20	80	

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**1**	**1**	**1**	0	**1**	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	2	0	0	0	3
% App. Total	0	100		100	0		0	0		
PHF	.000	.250	.250	.500	.000	.500	.000	.000	.000	.375

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N/S: Palisades Drive
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File Name : 06_COR_Pali_GR AM
Site Code : 05123282
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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		
+0 mins.	0	**1**	**1**	**1**	0	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	2	0	0	0
% App. Total	0	100		100	0		0	0	
PHF	.000	.250	.250	.500	.000	.500	.000	.000	.000

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR AM
Site Code : 05123282
Start Date : 3/28/2023
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Groups Printed- 4+ Axle Trucks

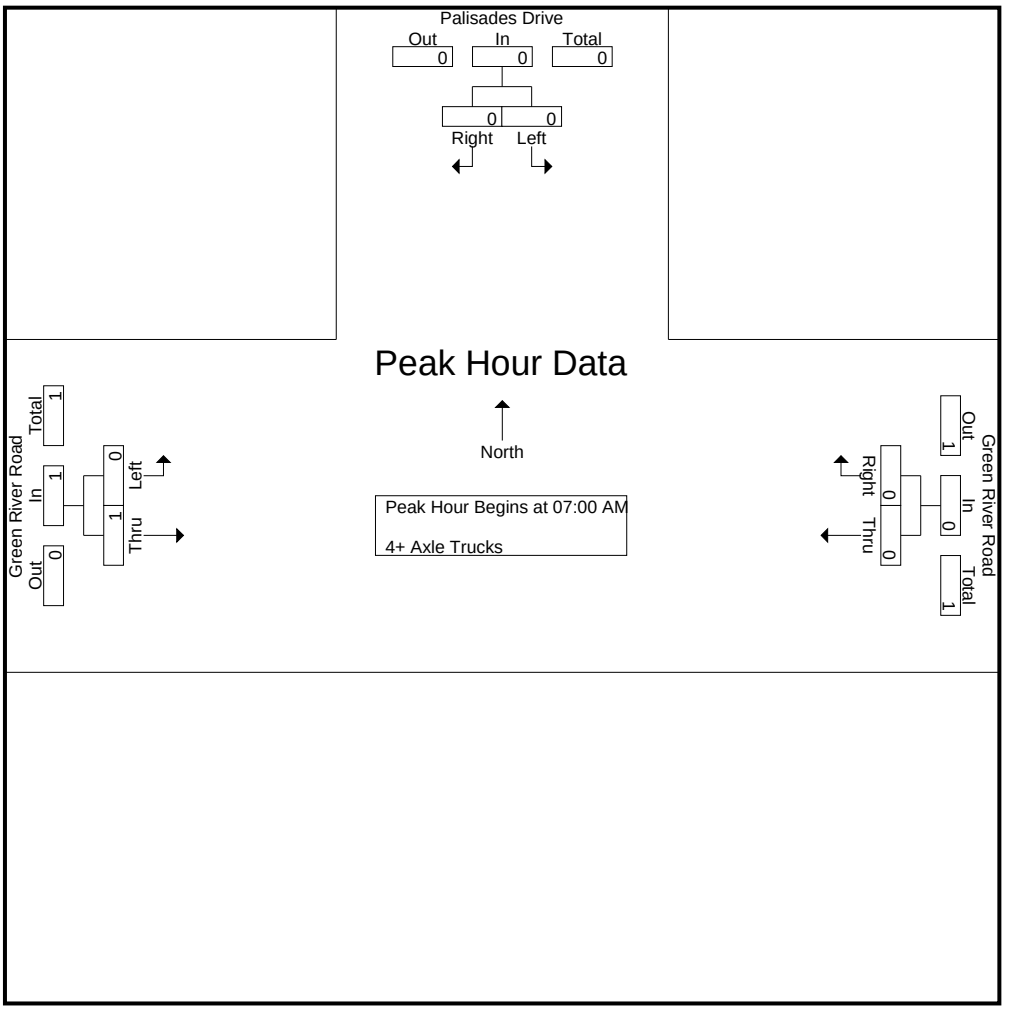
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	1	0	1	1
08:00 AM	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
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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	0
Grand Total	0	0	0	0	0	0	0	0	0	1	1	0	1	1
Apprch %	0	0			0	0			0	100				
Total %	0	0		0	0	0		0	0	100	100	0	100	

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**1**	**1**	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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City of Corona
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Weather: Clear

File Name : 06_COR_Pali_GR AM
Site Code : 05123282
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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		
+0 mins.	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

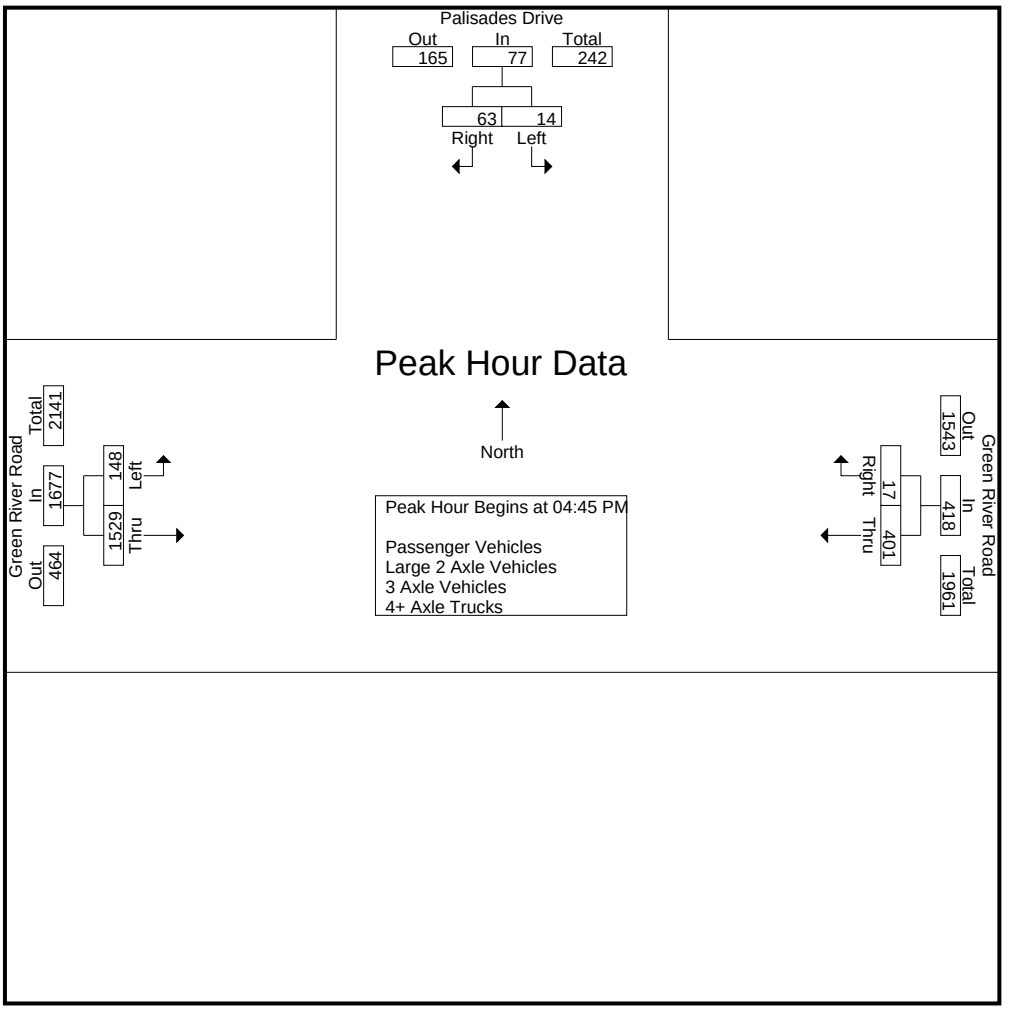
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	21	18	26	121	4	1	125	31	343	374	19	525	544
04:15 PM	4	7	7	11	95	4	1	99	36	379	415	8	525	533
04:30 PM	2	12	12	14	87	6	0	93	22	341	363	12	470	482
04:45 PM	4	12	10	16	123	2	0	125	38	366	404	10	545	555
Total	15	52	47	67	426	16	2	442	127	1429	1556	49	2065	2114
05:00 PM	4	20	20	24	80	3	0	83	48	398	446	20	553	573
05:15 PM	3	22	18	25	93	10	3	103	29	405	434	21	562	583
05:30 PM	3	9	9	12	105	2	1	107	33	360	393	10	512	522
05:45 PM	7	14	12	21	82	6	1	88	27	359	386	13	495	508
Total	17	65	59	82	360	21	5	381	137	1522	1659	64	2122	2186
Grand Total	32	117	106	149	786	37	7	823	264	2951	3215	113	4187	4300
Apprch %	21.5	78.5			95.5	4.5			8.2	91.8				
Total %	0.8	2.8		3.6	18.8	0.9		19.7	6.3	70.5	76.8	2.6	97.4	
Passenger Vehicles	32	116		253	777	36		820	262	2931	3193	0	0	4266
% Passenger Vehicles	100	99.1	99.1	99.2	98.9	97.3	100	98.8	99.2	99.3	99.3	0	0	99.2
Large 2 Axle Vehicles	0	1		2	8	1		9	2	16	18	0	0	29
% Large 2 Axle Vehicles	0	0.9	0.9	0.8	1	2.7	0	1.1	0.8	0.5	0.6	0	0	0.7
3 Axle Vehicles	0	0		0	0	0		0	0	3	3	0	0	3
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.1	0.1	0	0	0.1
4+ Axle Trucks	0	0		0	1	0		1	0	1	1	0	0	2
% 4+ Axle Trucks	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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 04:45 PM										
04:45 PM	**4**	12	16	**123**	2	**125**	38	366	404	545
05:00 PM	4	20	24	80	3	83	**48**	398	**446**	553
05:15 PM	3	**22**	**25**	93	**10**	103	29	**405**	434	**562**
05:30 PM	3	9	12	105	2	107	33	360	393	512
Total Volume	14	63	77	401	17	418	148	1529	1677	2172
% App. Total	18.2	81.8		95.9	4.1		8.8	91.2		
PHF	.875	.716	.770	.815	.425	.836	.771	.944	.940	.966

Counts Unlimited, Inc.
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(951)268-6268

City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
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			04:45 PM		
+0 mins.	4	20	24	121	4	**125**	38	366	404
+15 mins.	3	**22**	**25**	95	4	99	**48**	398	**446**
+30 mins.	3	9	12	87	**6**	93	29	**405**	434
+45 mins.	**7**	14	21	**123**	2	125	33	360	393
Total Volume	17	65	82	426	16	442	148	1529	1677
% App. Total	20.7	79.3		96.4	3.6		8.8	91.2	
PHF	.607	.739	.820	.866	.667	.884	.771	.944	.940

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- Passenger Vehicles

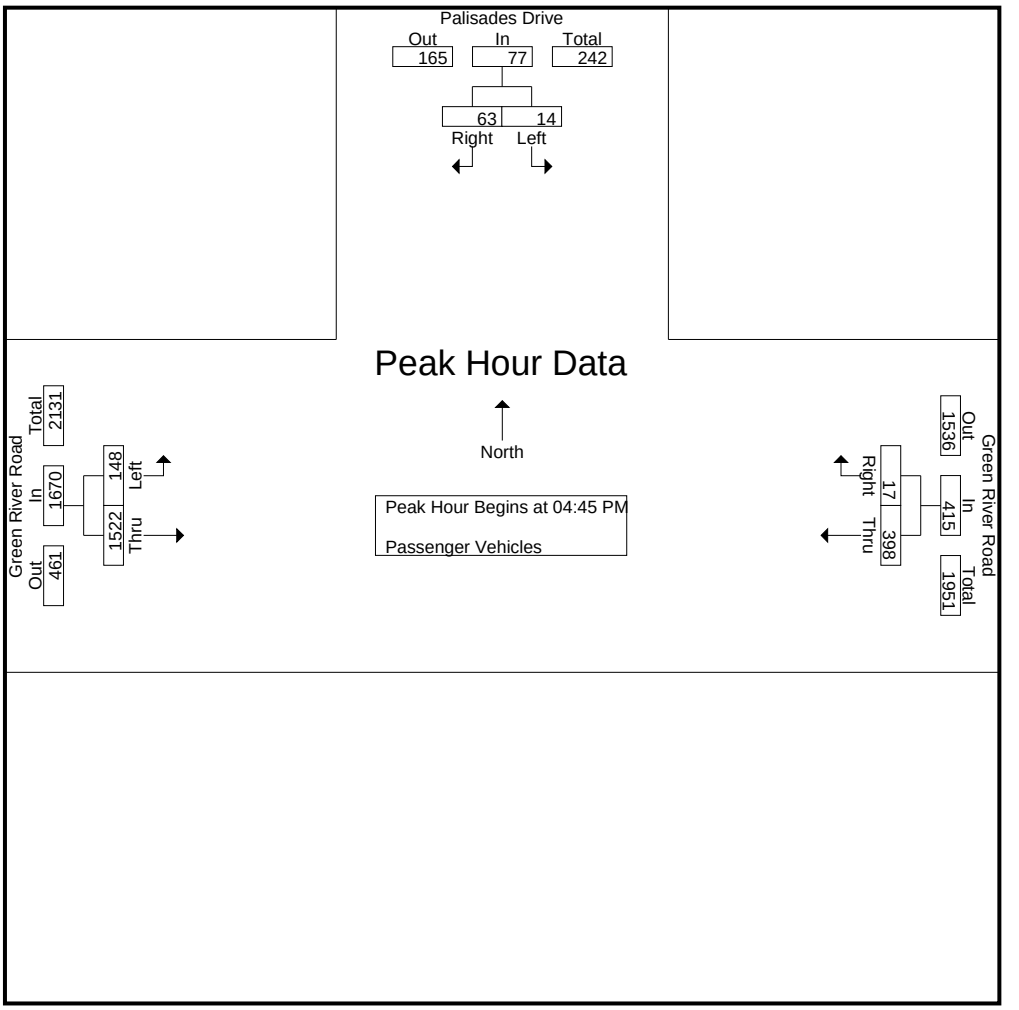
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	20	17	25	118	4	1	122	29	336	365	18	512	530
04:15 PM	4	7	7	11	93	4	1	97	36	377	413	8	521	529
04:30 PM	2	12	12	14	86	5	0	91	22	338	360	12	465	477
04:45 PM	4	12	10	16	123	2	0	125	38	364	402	10	543	553
Total	15	51	46	66	420	15	2	435	125	1415	1540	48	2041	2089
05:00 PM	4	20	20	24	78	3	0	81	48	396	444	20	549	569
05:15 PM	3	22	18	25	92	10	3	102	29	402	431	21	558	579
05:30 PM	3	9	9	12	105	2	1	107	33	360	393	10	512	522
05:45 PM	7	14	12	21	82	6	1	88	27	358	385	13	494	507
Total	17	65	59	82	357	21	5	378	137	1516	1653	64	2113	2177
Grand Total	32	116	105	148	777	36	7	813	262	2931	3193	112	4154	4266
Apprch %	21.6	78.4			95.6	4.4			8.2	91.8				
Total %	0.8	2.8		3.6	18.7	0.9		19.6	6.3	70.6	76.9	2.6	97.4	

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**4**	12	16	**123**	2	**125**	38	364	402	543
05:00 PM	4	20	24	78	3	81	**48**	396	**444**	549
05:15 PM	3	**22**	**25**	92	**10**	102	29	**402**	431	**558**
05:30 PM	3	9	12	105	2	107	33	360	393	512
Total Volume	14	63	77	398	17	415	148	1522	1670	2162
% App. Total	18.2	81.8		95.9	4.1		8.9	91.1		
PHF	.875	.716	.770	.809	.425	.830	.771	.947	.940	.969

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**4**	12	16	**123**	2	**125**	38	364	402
+15 mins.	4	20	24	78	3	81	**48**	396	**444**
+30 mins.	3	**22**	**25**	92	**10**	102	29	**402**	431
+45 mins.	3	9	12	105	2	107	33	360	393
Total Volume	14	63	77	398	17	415	148	1522	1670
% App. Total	18.2	81.8		95.9	4.1		8.9	91.1	
PHF	.875	.716	.770	.809	.425	.830	.771	.947	.940

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

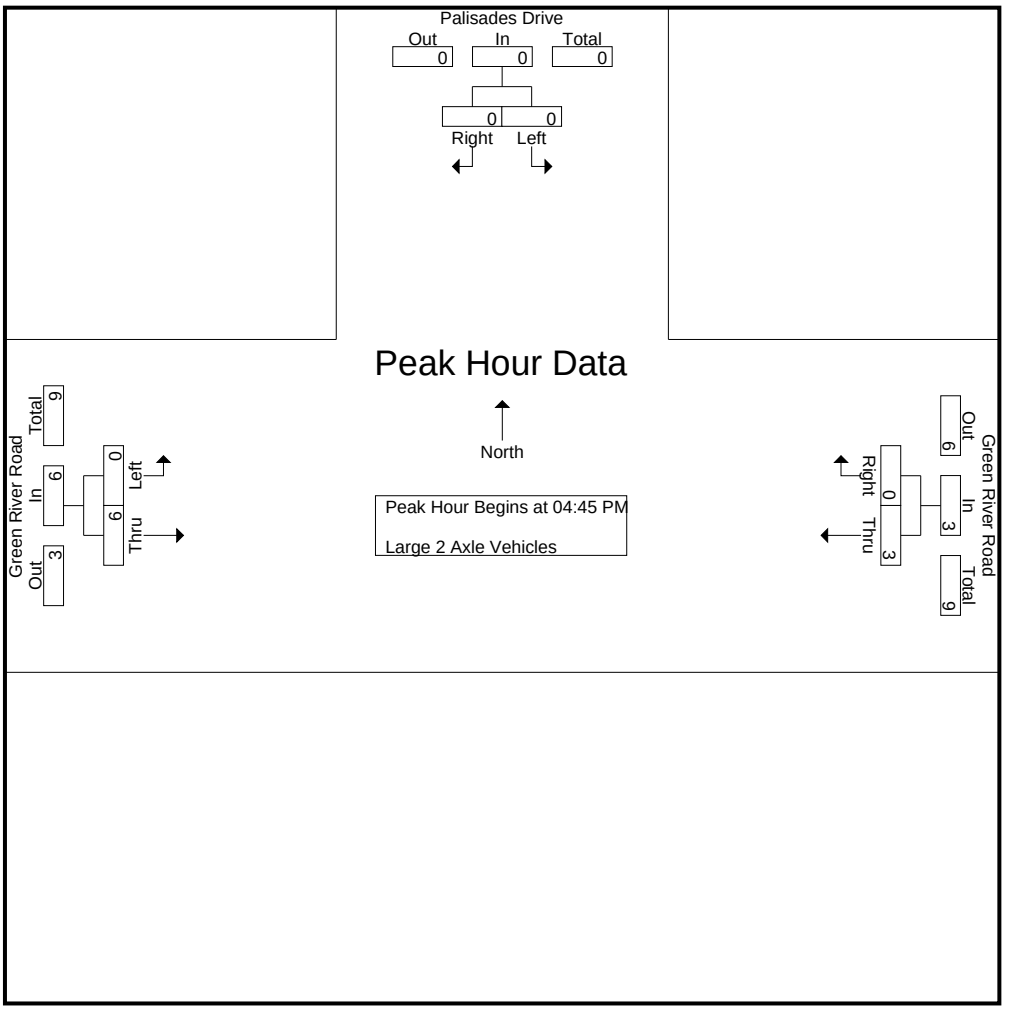
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	1	2	0	0	2	2	4	6	1	9	10
04:15 PM	0	0	0	0	2	0	0	2	0	2	2	0	4	4
04:30 PM	0	0	0	0	1	1	0	2	0	3	3	0	5	5
04:45 PM	0	0	0	0	0	0	0	0	0	2	2	0	2	2
Total	0	1	1	1	5	1	0	6	2	11	13	1	20	21
05:00 PM	0	0	0	0	2	0	0	2	0	2	2	0	4	4
05:15 PM	0	0	0	0	1	0	0	1	0	2	2	0	3	3
05:30 PM	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	1	1	0	1	1
Total	0	0	0	0	3	0	0	3	0	5	5	0	8	8
Grand Total	0	1	1	1	8	1	0	9	2	16	18	1	28	29
Apprch %	0	100			88.9	11.1			11.1	88.9				
Total %	0	3.6		3.6	28.6	3.6		32.1	7.1	57.1	64.3	3.4	96.6	

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	**2**	**2**	2
05:00 PM	0	0	0	**2**	0	**2**	0	2	2	**4**
05:15 PM	0	0	0	1	0	1	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	3	0	3	0	6	6	9
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.375	.000	.375	.000	.750	.750	.563

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	0	0	**2**	0	**2**	0	2	2
+30 mins.	0	0	0	1	0	1	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	3	0	3	0	6	6
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.375	.000	.375	.000	.750	.750

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

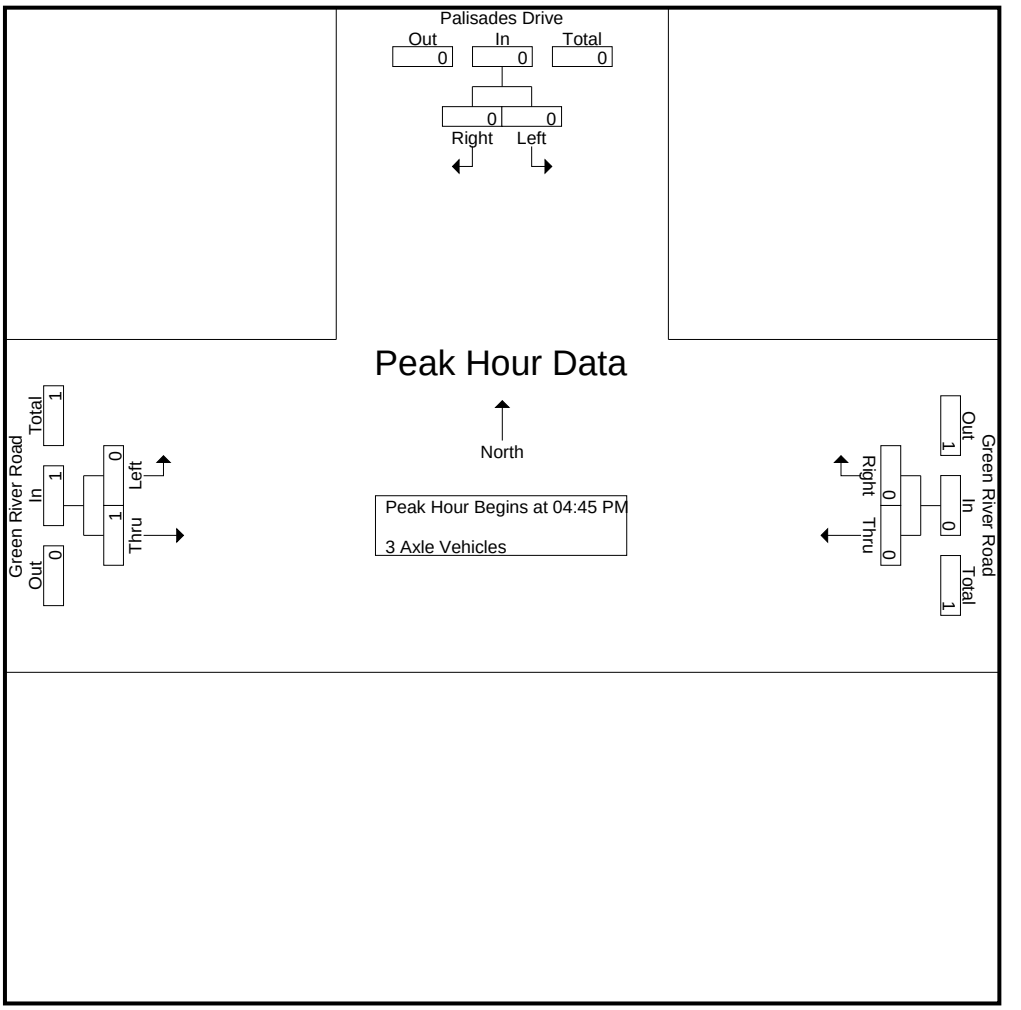
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	2	0	2	2
05:00 PM	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	1	1	0	1	1
05:30 PM	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
Total	0	0	0	0	0	0	0	0	0	1	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	3	3	0	3	3
Apprch %	0	0			0	0			0	100				
Total %	0	0		0	0	0		0	0	100	100	0	100	

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	**1**	**1**
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

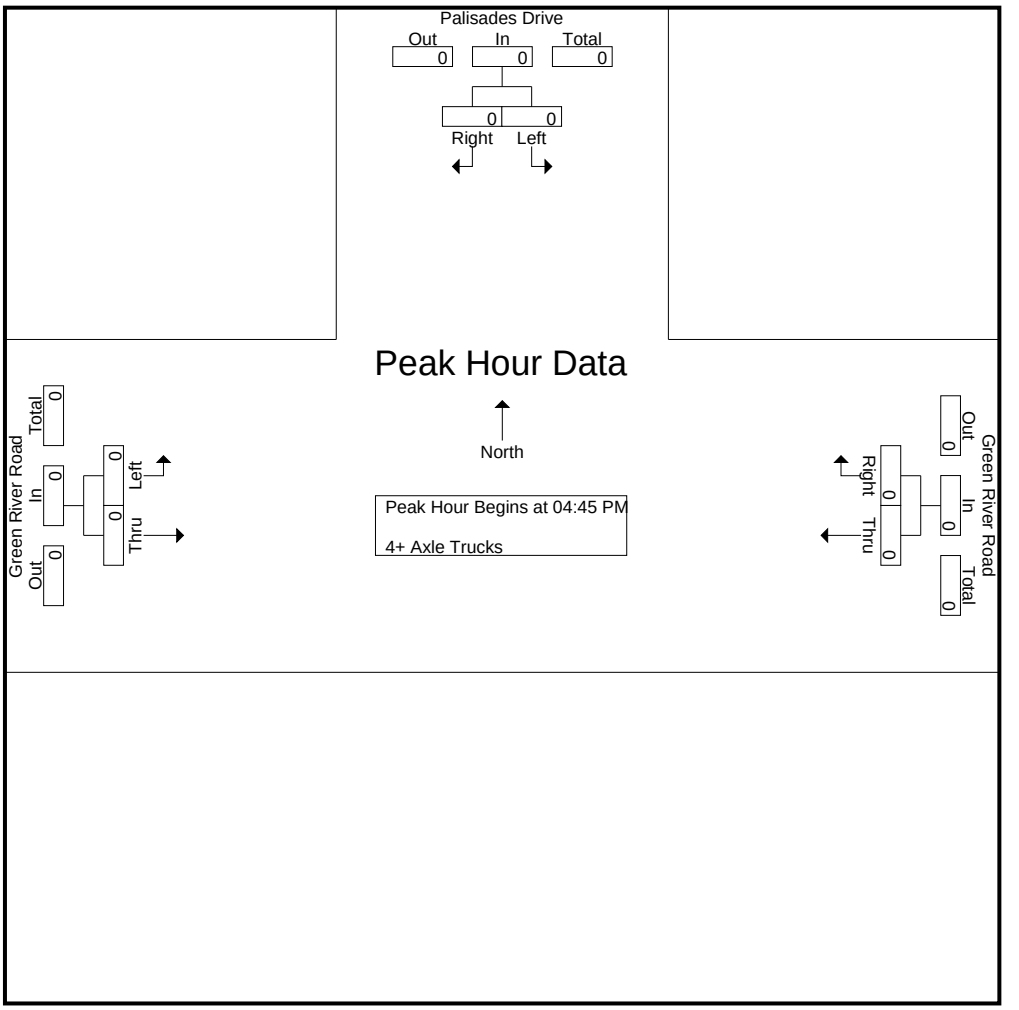
	Palisades Drive Southbound				Green River Road Westbound				Green River Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	1	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	1	1	0	2	2
05:00 PM	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
05:30 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	0	1	0	1	1	0	2	2
Apprch %	0	0			100	0			0	100				
Total %	0	0		0	50	0		50	0	50	50	0	100	

	Palisades Drive Southbound			Green River Road Westbound			Green River Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
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
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Corona
N/S: Palisades Drive
E/W: Green River Road
Weather: Clear

File Name : 06_COR_Pali_GR PM
Site Code : 05123282
Start Date : 3/28/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Corona
N/S: Palisades Drive
E/W: Green River Road

Date: 3/28/2023
Day: Tuesday

PEDESTRIANS

	North Leg Palisades Drive	East Leg Green River Road	South Leg Dead End	West Leg Green River Road	
	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 Palisades Drive	East Leg Green River Road	South Leg Dead End	West Leg Green River Road	
	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: Corona
N/S: Palisades Drive
E/W: Green River Road

Date: 3/28/2023
Day: Tuesday

BICYCLES

	Southbound Palisades Drive			Westbound Green River Road			Northbound Dead End			Eastbound Green River Road			
	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	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	1	0	0	0	0	0	0	0	1	0	3
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	1	0	0	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:	2	0	2	0	1	0	0	0	0	0	1	0	6

	Southbound Palisades Drive			Westbound Green River Road			Northbound Dead End			Eastbound Green River Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	0	0	0	0	0	0	0	0	2	1	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
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:	1	0	2	0	2	0	0	0	0	2	4	0	11

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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

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

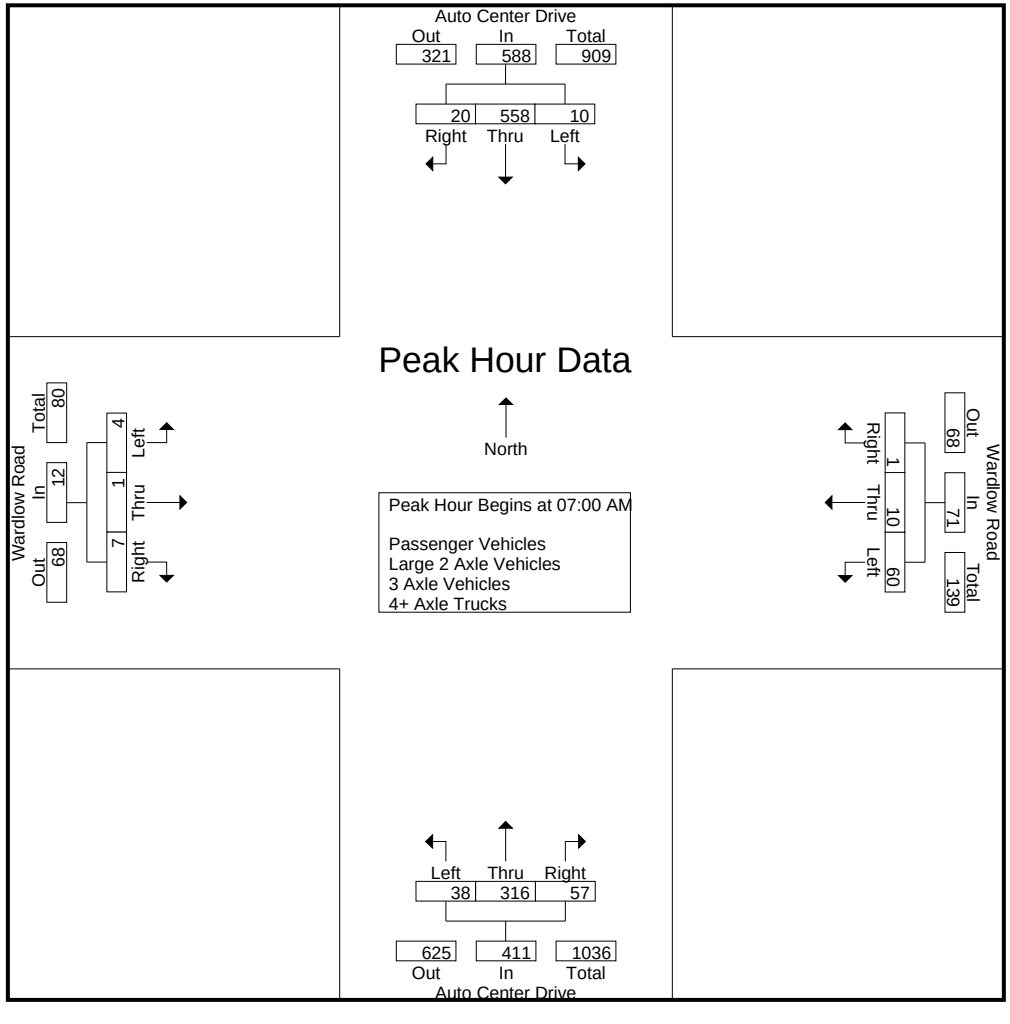
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	140	2	0	145	17	0	0	0	17	9	92	17	4	118	0	0	2	1	2	5	282	287
07:15 AM	3	159	3	0	165	15	3	1	0	19	3	80	5	2	88	0	0	2	0	2	2	274	276
07:30 AM	3	145	5	0	153	16	4	0	0	20	5	73	15	3	93	1	1	1	1	3	4	269	273
07:45 AM	1	114	10	3	125	12	3	0	0	15	21	71	20	6	112	3	0	2	0	5	9	257	266
Total	10	558	20	3	588	60	10	1	0	71	38	316	57	15	411	4	1	7	2	12	20	1082	1102
08:00 AM	7	120	10	0	137	8	4	1	1	13	21	68	22	2	111	1	0	2	2	3	5	264	269
08:15 AM	9	133	3	1	145	5	2	1	1	8	17	68	15	0	100	1	2	13	12	16	14	269	283
08:30 AM	1	157	10	2	168	9	0	5	3	14	16	56	28	1	100	1	1	5	5	7	11	289	300
08:45 AM	5	98	8	0	111	11	1	2	2	14	40	56	25	1	121	1	1	11	10	13	13	259	272
Total	22	508	31	3	561	33	7	9	7	49	94	248	90	4	432	4	4	31	29	39	43	1081	1124
Grand Total	32	1066	51	6	1149	93	17	10	7	120	132	564	147	19	843	8	5	38	31	51	63	2163	2226
Apprch %	2.8	92.8	4.4			77.5	14.2	8.3			15.7	66.9	17.4			15.7	9.8	74.5					
Total %	1.5	49.3	2.4		53.1	4.3	0.8	0.5		5.5	6.1	26.1	6.8		39	0.4	0.2	1.8		2.4	2.8	97.2	
Passenger Vehicles	31	913	51		1001	87	17	9		119	129	514	141		801	8	5	37		81	0	0	2002
% Passenger Vehicles	96.9	85.6	100	100	86.7	93.5	100	90	85.7	93.7	97.7	91.1	95.9	89.5	92.9	100	100	97.4	100	98.8	0	0	89.9
Large 2 Axle Vehicles	1	101	0		102	4	0	0		4	1	26	3		32	0	0	0		0	0	0	138
% Large 2 Axle Vehicles	3.1	9.5	0	0	8.8	4.3	0	0	0	3.1	0.8	4.6	2	10.5	3.7	0	0	0	0	0	0	0	6.2
3 Axle Vehicles	0	8	0		8	0	0	0		0	0	4	0		4	0	0	0		0	0	0	12
% 3 Axle Vehicles	0	0.8	0	0	0.7	0	0	0	0	0	0	0.7	0	0	0.5	0	0	0	0	0	0	0	0.5
4+ Axle Trucks	0	44	0		44	2	0	1		4	2	20	3		25	0	0	1		1	0	0	74
% 4+ Axle Trucks	0	4.1	0	0	3.8	2.2	0	10	14.3	3.1	1.5	3.5	2	0	2.9	0	0	2.6	0	1.2	0	0	3.3

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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**	140	2	145	**17**	0	0	17	9	**92**	17	**118**	0	0	**2**	2	**282**
07:15 AM	3	**159**	3	**165**	15	3	**1**	19	3	80	5	88	0	0	2	2	274
07:30 AM	3	145	5	153	16	**4**	0	**20**	5	73	15	93	1	**1**	1	3	269
07:45 AM	1	114	**10**	125	12	3	0	15	**21**	71	**20**	112	**3**	0	2	**5**	257
Total Volume	10	558	20	588	60	10	1	71	38	316	57	411	4	1	7	12	1082
% App. Total	1.7	94.9	3.4		84.5	14.1	1.4		9.2	76.9	13.9		33.3	8.3	58.3		
PHF	.833	.877	.500	.891	.882	.625	.250	.888	.452	.859	.713	.871	.333	.250	.875	.600	.959

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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War AM
Site Code : 05123322
Start Date : 4/11/2023
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City of Corona
N/S: Auto Center Drive
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File Name : 01_COR_AC_War AM
Site Code : 05123322
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	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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:																	
	07:00 AM				07:00 AM				08:00 AM				08:00 AM				
+0 mins.	**3**	140	2	145	**17**	0	0	17	21	**68**	22	111	**1**	0	2	3	
+15 mins.	3	**159**	3	**165**	15	3	**1**	19	17	68	15	100	1	**2**	**13**	**16**	
+30 mins.	3	145	5	153	16	**4**	0	**20**	16	56	**28**	100	1	1	5	7	
+45 mins.	1	114	**10**	125	12	3	0	15	**40**	56	25	**121**	1	1	11	13	
Total Volume	10	558	20	588	60	10	1	71	94	248	90	432	4	4	31	39	
% App. Total	1.7	94.9	3.4		84.5	14.1	1.4		21.8	57.4	20.8		10.3	10.3	79.5		
PHF	.833	.877	.500	.891	.882	.625	.250	.888	.588	.912	.804	.893	1.000	.500	.596	.609	

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Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- Passenger Vehicles

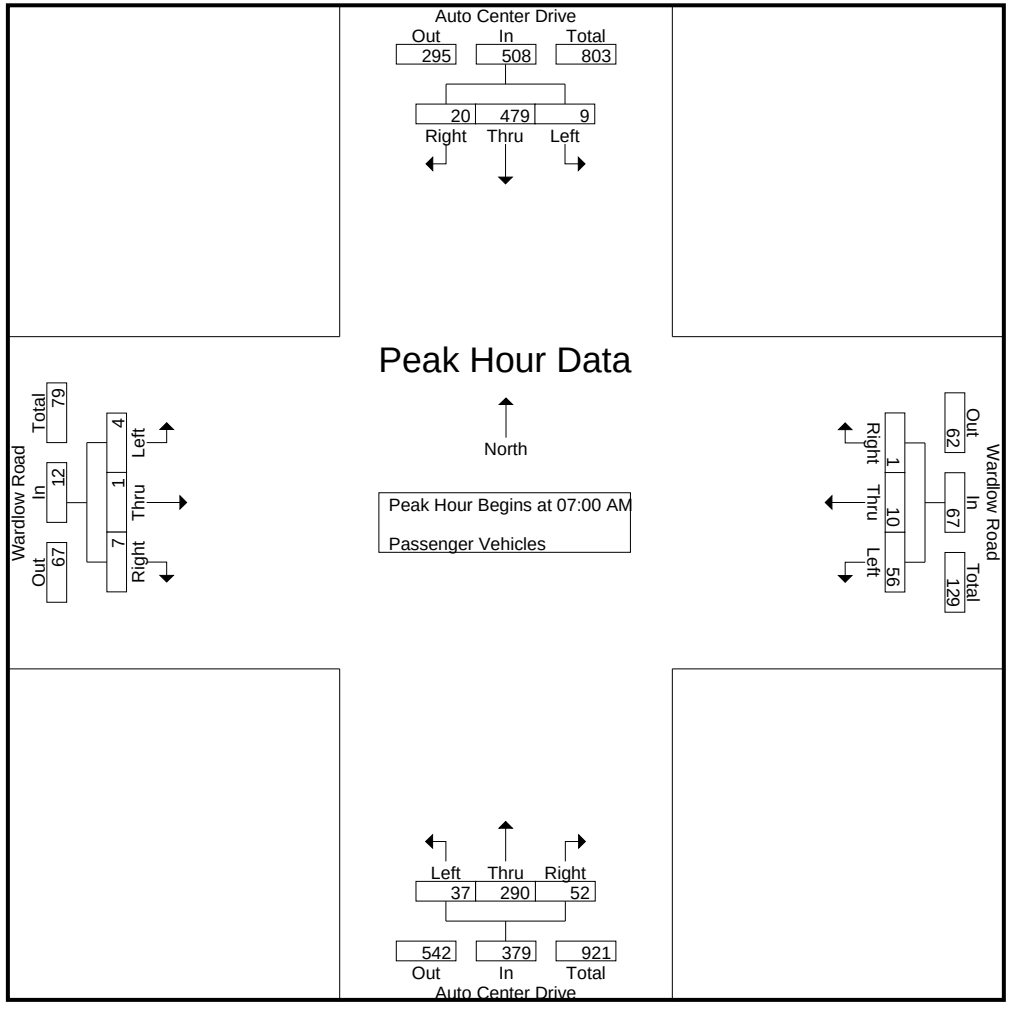
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	126	2	0	131	16	0	0	0	16	9	86	16	4	111	0	0	2	1	2	5	260	265
07:15 AM	2	139	3	0	144	14	3	1	0	18	3	73	3	1	79	0	0	2	0	2	1	243	244
07:30 AM	3	120	5	0	128	15	4	0	0	19	4	66	15	3	85	1	1	1	1	3	4	235	239
07:45 AM	1	94	10	3	105	11	3	0	0	14	21	65	18	5	104	3	0	2	0	5	8	228	236
Total	9	479	20	3	508	56	10	1	0	67	37	290	52	13	379	4	1	7	2	12	18	966	984
08:00 AM	7	105	10	0	122	6	4	0	0	10	21	64	21	2	106	1	0	2	2	3	4	241	245
08:15 AM	9	112	3	1	124	5	2	1	1	8	15	62	15	0	92	1	2	12	12	15	14	239	253
08:30 AM	1	139	10	2	150	9	0	5	3	14	16	47	28	1	91	1	1	5	5	7	11	262	273
08:45 AM	5	78	8	0	91	11	1	2	2	14	40	51	25	1	116	1	1	11	10	13	13	234	247
Total	22	434	31	3	487	31	7	8	6	46	92	224	89	4	405	4	4	30	29	38	42	976	1018
Grand Total	31	913	51	6	995	87	17	9	6	113	129	514	141	17	784	8	5	37	31	50	60	1942	2002
Apprch %	3.1	91.8	5.1			77	15	8			16.5	65.6	18			16	10	74					
Total %	1.6	47	2.6		51.2	4.5	0.9	0.5		5.8	6.6	26.5	7.3		40.4	0.4	0.3	1.9		2.6	3	97	

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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**	126	2	131	**16**	0	0	16	9	**86**	16	**111**	0	0	**2**	2	**260**
07:15 AM	2	**139**	3	**144**	14	3	**1**	18	3	73	3	79	0	0	2	2	243
07:30 AM	3	120	5	128	15	**4**	0	**19**	4	66	15	85	1	**1**	1	3	235
07:45 AM	1	94	**10**	105	11	3	0	14	**21**	65	**18**	104	**3**	0	2	**5**	228
Total Volume	9	479	20	508	56	10	1	67	37	290	52	379	4	1	7	12	966
% App. Total	1.8	94.3	3.9		83.6	14.9	1.5		9.8	76.5	13.7		33.3	8.3	58.3		
PHF	.750	.862	.500	.882	.875	.625	.250	.882	.440	.843	.722	.854	.333	.250	.875	.600	.929

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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War AM
Site Code : 05123322
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	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**3**	126	2	131	**16**	0	0	16	9	**86**	16	**111**	0	0	**2**	2	
+15 mins.	2	**139**	3	**144**	14	3	**1**	18	3	73	3	79	0	0	2	2	
+30 mins.	3	120	5	128	15	**4**	0	**19**	4	66	15	85	1	**1**	1	3	
+45 mins.	1	94	**10**	105	11	3	0	14	**21**	65	**18**	104	**3**	0	2	**5**	
Total Volume	9	479	20	508	56	10	1	67	37	290	52	379	4	1	7	12	
% App. Total	1.8	94.3	3.9		83.6	14.9	1.5		9.8	76.5	13.7		33.3	8.3	58.3		
PHF	.750	.862	.500	.882	.875	.625	.250	.882	.440	.843	.722	.854	.333	.250	.875	.600	

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File Name : 01_COR_AC_War AM
Site Code : 05123322
Start Date : 4/11/2023

Groups Printed- Large 2 Axle Vehicles

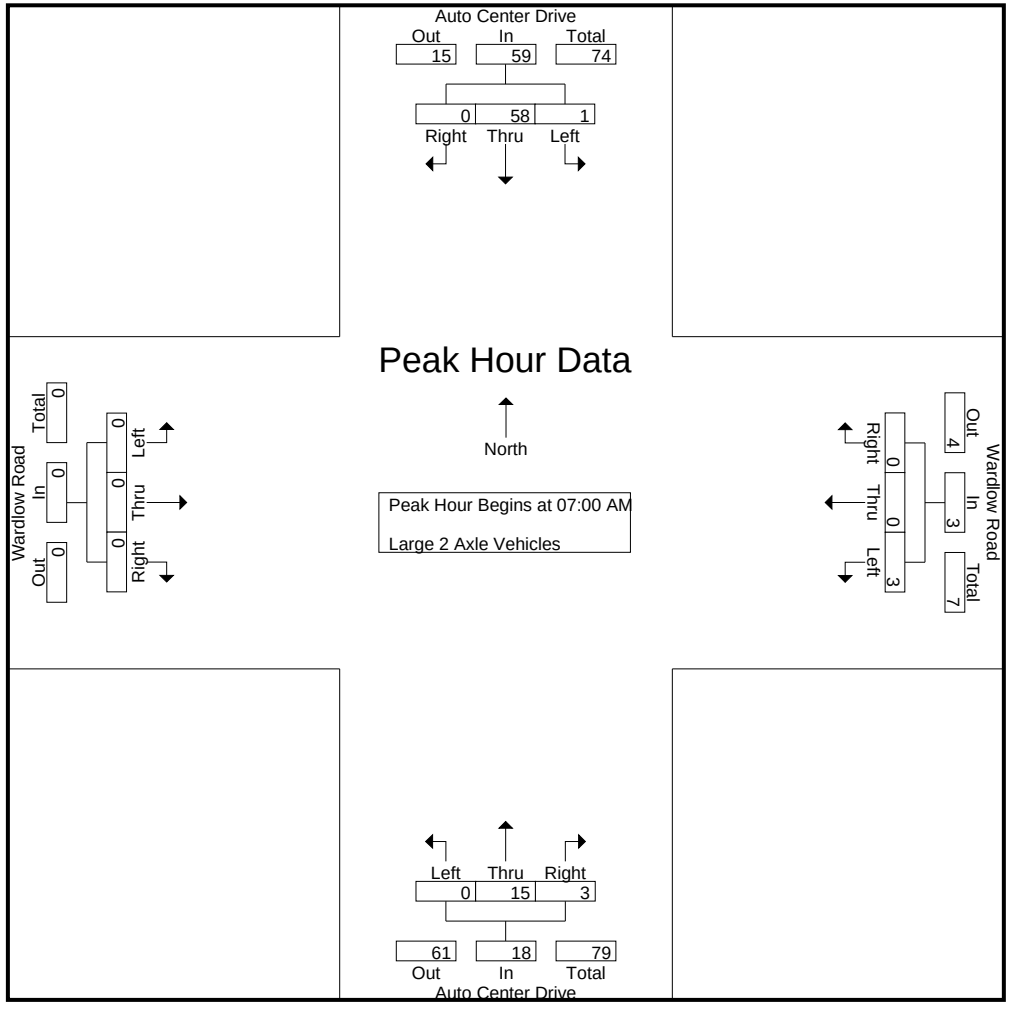
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	9	0	0	9	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	0	16	16
07:15 AM	1	15	0	0	16	1	0	0	0	1	0	5	1	1	6	0	0	0	0	0	1	23	24
07:30 AM	0	19	0	0	19	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	22	22
07:45 AM	0	15	0	0	15	0	0	0	0	0	0	3	1	1	4	0	0	0	0	0	1	19	20
Total	1	58	0	0	59	3	0	0	0	3	0	15	3	2	18	0	0	0	0	0	2	80	82
08:00 AM	0	11	0	0	11	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	15	15
08:15 AM	0	11	0	0	11	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	14	14
08:30 AM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	14	14
08:45 AM	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	13	13
Total	0	43	0	0	43	1	0	0	0	1	1	11	0	0	12	0	0	0	0	0	0	56	56
Grand Total	1	101	0	0	102	4	0	0	0	4	1	26	3	2	30	0	0	0	0	0	2	136	138
Apprch %	1	99	0			100	0	0			3.3	86.7	10			0	0	0					
Total %	0.7	74.3	0		75	2.9	0	0		2.9	0.7	19.1	2.2		22.1	0	0	0		0	1.4	98.6	

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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	9	0	9	**1**	0	0	**1**	0	**5**	**1**	**6**	0	0	0	0	16
07:15 AM	**1**	15	0	16	1	0	0	1	0	5	1	6	0	0	0	0	**23**
07:30 AM	0	**19**	0	**19**	1	0	0	1	0	2	0	2	0	0	0	0	22
07:45 AM	0	15	0	15	0	0	0	0	0	3	1	4	0	0	0	0	19
Total Volume	1	58	0	59	3	0	0	3	0	15	3	18	0	0	0	0	80
% App. Total	1.7	98.3	0		100	0	0		0	83.3	16.7		0	0	0		
PHF	.250	.763	.000	.776	.750	.000	.000	.750	.000	.750	.750	.750	.000	.000	.000	.000	.870

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City of Corona
N/S: Auto Center Drive
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File Name : 01_COR_AC_War AM
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	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	9	0	9	**1**	0	0	**1**	0	**5**	**1**	**6**	0	0	0	0	
+15 mins.	**1**	15	0	16	1	0	0	1	0	5	1	6	0	0	0	0	
+30 mins.	0	**19**	0	**19**	1	0	0	1	0	2	0	2	0	0	0	0	
+45 mins.	0	15	0	15	0	0	0	0	0	3	1	4	0	0	0	0	
Total Volume	1	58	0	59	3	0	0	3	0	15	3	18	0	0	0	0	
% App. Total	1.7	98.3	0		100	0	0		0	83.3	16.7		0	0	0		
PHF	.250	.763	.000	.776	.750	.000	.000	.750	.000	.750	.750	.750	.000	.000	.000	.000	

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File Name : 01_COR_AC_War AM
Site Code : 05123322
Start Date : 4/11/2023

Groups Printed- 3 Axle Vehicles

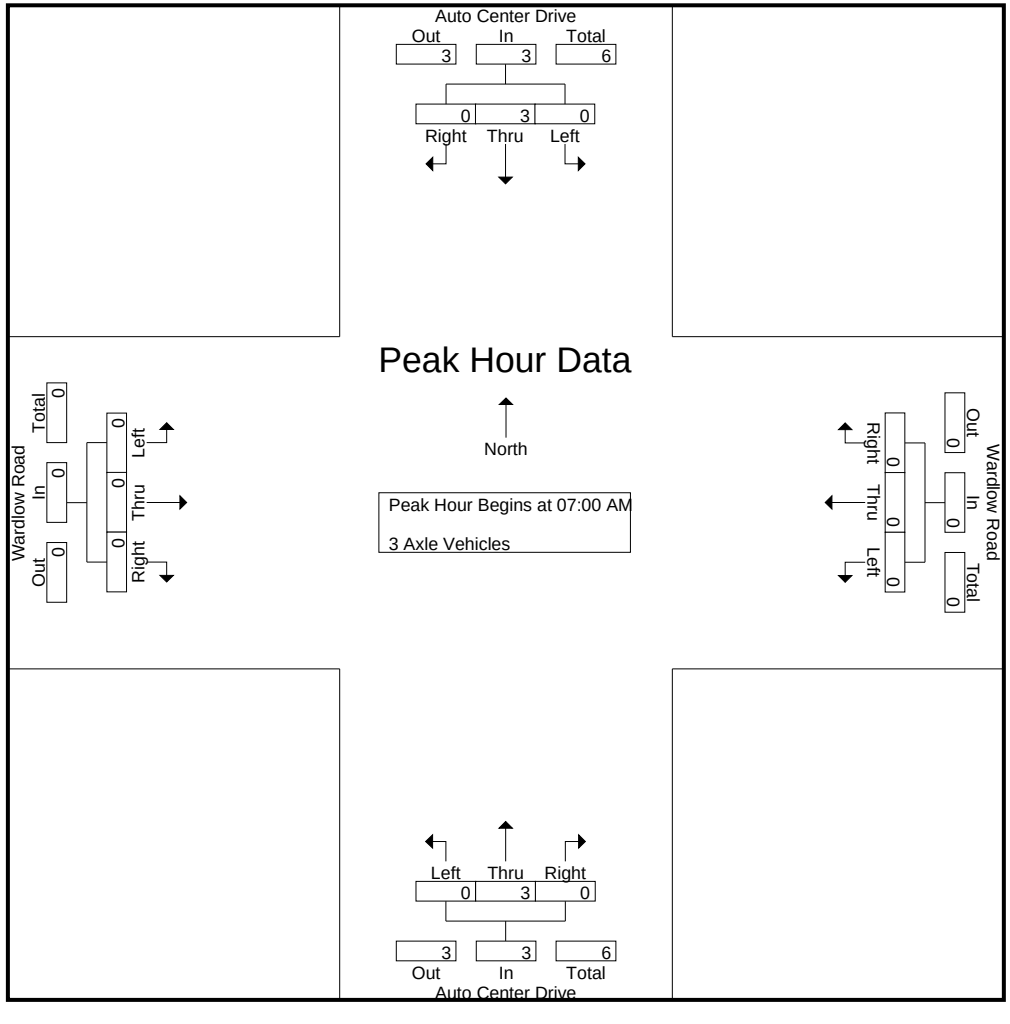
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
Grand Total	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12	12
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	66.7	0		66.7	0	0	0		0	0	33.3	0		33.3	0	0	0		0	0	100	

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.500

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	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	

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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

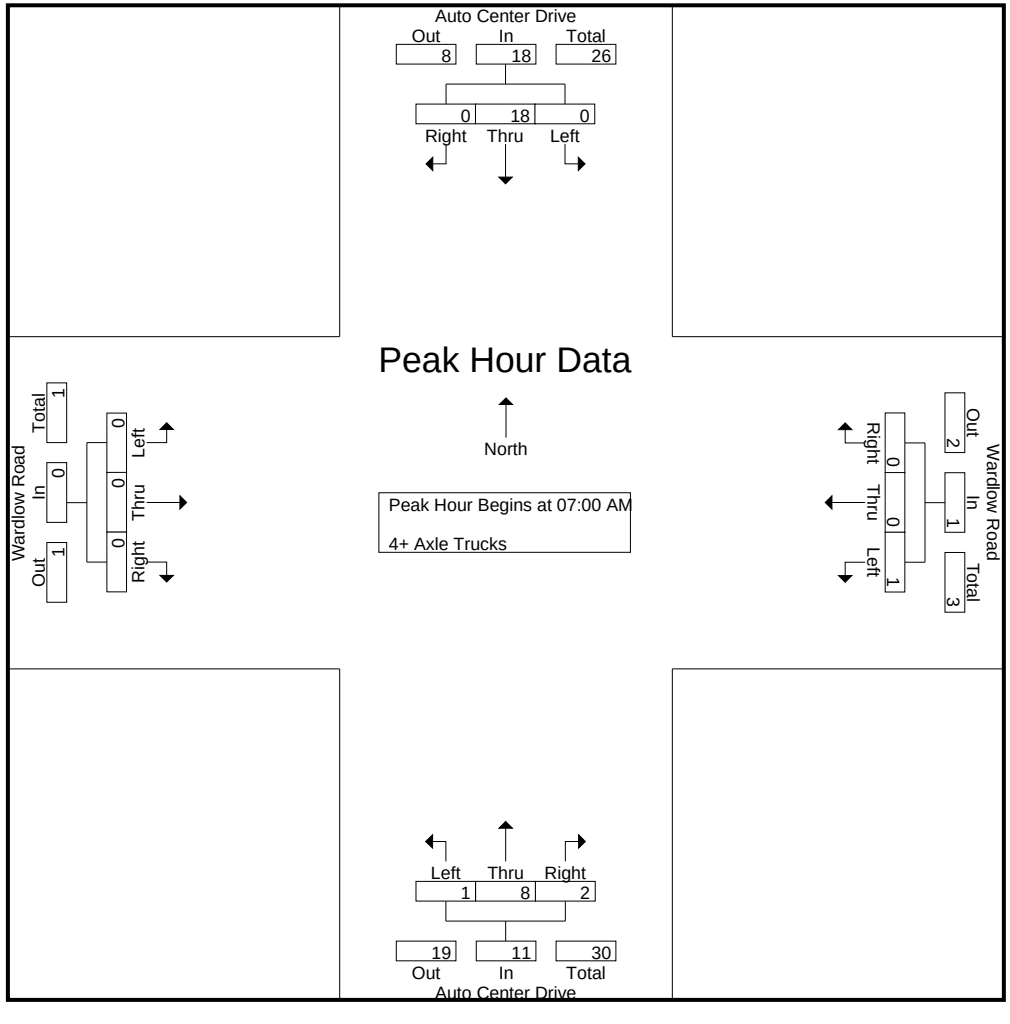
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	7	7
07:30 AM	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	11	11
07:45 AM	0	5	0	0	5	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	9	9
Total	0	18	0	0	18	1	0	0	0	1	1	8	2	0	11	0	0	0	0	0	0	30	30
08:00 AM	0	4	0	0	4	1	0	1	1	2	0	1	1	0	2	0	0	0	0	0	1	8	9
08:15 AM	0	8	0	0	8	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	14	14
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	11	11
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10	10
Total	0	26	0	0	26	1	0	1	1	2	1	12	1	0	14	0	0	1	0	1	1	43	44
Grand Total	0	44	0	0	44	2	0	1	1	3	2	20	3	0	25	0	0	1	0	1	1	73	74
Apprch %	0	100	0			66.7	0	33.3			8	80	12			0	0	100					
Total %	0	60.3	0		60.3	2.7	0	1.4		4.1	2.7	27.4	4.1		34.2	0	0	1.4		1.4	1.4	98.6	

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	4	0	4	0	0	0	0	0	2	**1**	3	0	0	0	0	7
07:30 AM	0	**6**	0	**6**	0	0	0	0	**1**	**4**	0	**5**	0	0	0	0	**11**
07:45 AM	0	5	0	5	**1**	0	0	**1**	0	2	1	3	0	0	0	0	9
Total Volume	0	18	0	18	1	0	0	1	1	8	2	11	0	0	0	0	30
% App. Total	0	100	0		100	0	0		9.1	72.7	18.2		0	0	0		
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.250	.500	.500	.550	.000	.000	.000	.000	.682

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City of Corona
N/S: Auto Center Drive
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Weather: Clear

File Name : 01_COR_AC_War AM
Site Code : 05123322
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	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	4	0	4	0	0	0	0	0	2	**1**	3	0	0	0	0	
+30 mins.	0	**6**	0	**6**	0	0	0	0	**1**	**4**	0	**5**	0	0	0	0	
+45 mins.	0	5	0	5	**1**	0	0	**1**	0	2	1	3	0	0	0	0	
Total Volume	0	18	0	18	1	0	0	1	1	8	2	11	0	0	0	0	
% App. Total	0	100	0		100	0	0		9.1	72.7	18.2		0	0	0		
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.250	.500	.500	.550	.000	.000	.000	.000	

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

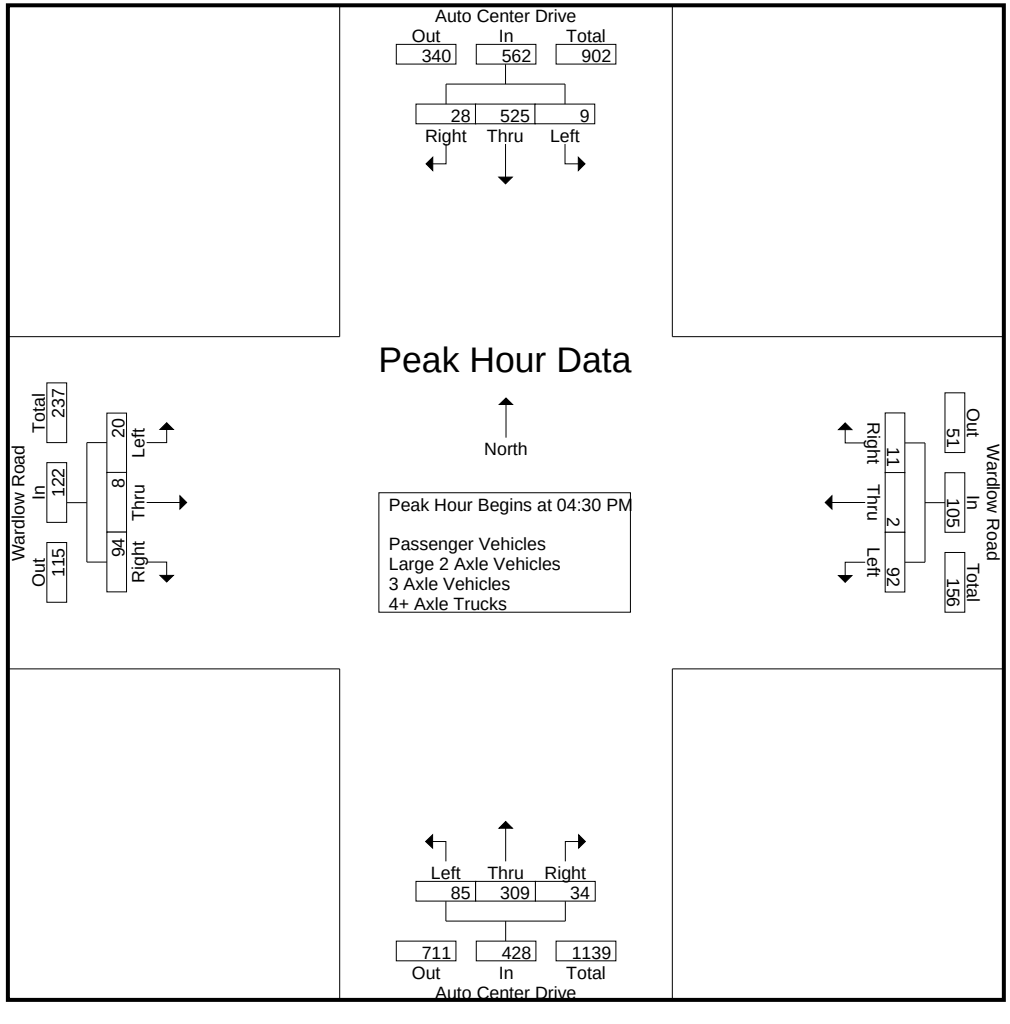
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	164	4	0	170	21	2	3	1	26	25	55	2	0	82	5	2	16	13	23	14	301	315
04:15 PM	0	81	6	0	87	14	1	3	1	18	17	78	8	1	103	2	2	18	13	22	15	230	245
04:30 PM	2	188	5	0	195	24	1	1	0	26	18	55	7	0	80	3	2	19	8	24	8	325	333
04:45 PM	2	97	9	1	108	18	0	3	3	21	17	56	13	3	86	8	2	15	13	25	20	240	260
Total	6	530	24	1	560	77	4	10	5	91	77	244	30	4	351	18	8	68	47	94	57	1096	1153
05:00 PM	5	150	7	1	162	30	0	6	4	36	26	95	7	2	128	3	4	30	19	37	26	363	389
05:15 PM	0	90	7	1	97	20	1	1	0	22	24	103	7	1	134	6	0	30	15	36	17	289	306
05:30 PM	0	79	7	0	86	22	0	1	1	23	17	104	6	1	127	9	2	25	19	36	21	272	293
05:45 PM	0	80	6	1	86	17	1	0	0	18	25	97	6	0	128	2	0	15	13	17	14	249	263
Total	5	399	27	3	431	89	2	8	5	99	92	399	26	4	517	20	6	100	66	126	78	1173	1251
Grand Total	11	929	51	4	991	166	6	18	10	190	169	643	56	8	868	38	14	168	113	220	135	2269	2404
Apprch %	1.1	93.7	5.1			87.4	3.2	9.5			19.5	74.1	6.5			17.3	6.4	76.4					
Total %	0.5	40.9	2.2		43.7	7.3	0.3	0.8		8.4	7.4	28.3	2.5		38.3	1.7	0.6	7.4		9.7	5.6	94.4	
Passenger Vehicles	10	891	48		953	164	6	17		196	164	584	53		809	35	13	165		325	0	0	2283
% Passenger Vehicles	90.9	95.9	94.1	100	95.8	98.8	100	94.4	90	98	97	90.8	94.6	100	92.4	92.1	92.9	98.2	99.1	97.6	0	0	95
Large 2 Axle Vehicles	1	19	2		22	2	0	1		4	1	45	3		49	2	0	0		2	0	0	77
% Large 2 Axle Vehicles	9.1	2	3.9	0	2.2	1.2	0	5.6	10	2	0.6	7	5.4	0	5.6	5.3	0	0	0	0.6	0	0	3.2
3 Axle Vehicles	0	4	1		5	0	0	0		0	2	4	0		6	0	0	1		1	0	0	12
% 3 Axle Vehicles	0	0.4	2	0	0.5	0	0	0	0	0	1.2	0.6	0	0	0.7	0	0	0.6	0	0.3	0	0	0.5
4+ Axle Trucks	0	15	0		15	0	0	0		0	2	10	0		12	1	1	2		5	0	0	32
% 4+ Axle Trucks	0	1.6	0	0	1.5	0	0	0	0	0	1.2	1.6	0	0	1.4	2.6	7.1	1.2	0.9	1.5	0	0	1.3

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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	2	**188**	5	**195**	24	**1**	1	26	18	55	7	80	3	2	19	24	325
04:45 PM	2	97	**9**	108	18	0	3	21	17	56	**13**	86	**8**	2	15	25	240
05:00 PM	**5**	150	7	162	**30**	0	**6**	**36**	**26**	95	7	128	3	**4**	**30**	**37**	**363**
05:15 PM	0	90	7	97	20	1	1	22	24	**103**	7	**134**	6	0	30	36	289
Total Volume	9	525	28	562	92	2	11	105	85	309	34	428	20	8	94	122	1217
% App. Total	1.6	93.4	5		87.6	1.9	10.5		19.9	72.2	7.9		16.4	6.6	77		
PHF	.450	.698	.778	.721	.767	.500	.458	.729	.817	.750	.654	.799	.625	.500	.783	.824	.838

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	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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				04:30 PM				05:00 PM				04:45 PM				
+0 mins.	2	**188**	5	**195**	24	**1**	1	26	**26**	95	**7**	128	8	2	15	25	
+15 mins.	2	97	**9**	108	18	0	3	21	24	103	7	**134**	3	**4**	**30**	**37**	
+30 mins.	**5**	150	7	162	**30**	0	**6**	**36**	17	**104**	6	127	6	0	30	36	
+45 mins.	0	90	7	97	20	1	1	22	25	97	6	128	**9**	2	25	36	
Total Volume	9	525	28	562	92	2	11	105	92	399	26	517	26	8	100	134	
% App. Total	1.6	93.4	5		87.6	1.9	10.5		17.8	77.2	5		19.4	6	74.6		
PHF	.450	.698	.778	.721	.767	.500	.458	.729	.885	.959	.929	.965	.722	.500	.833	.905	

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Groups Printed- Passenger Vehicles

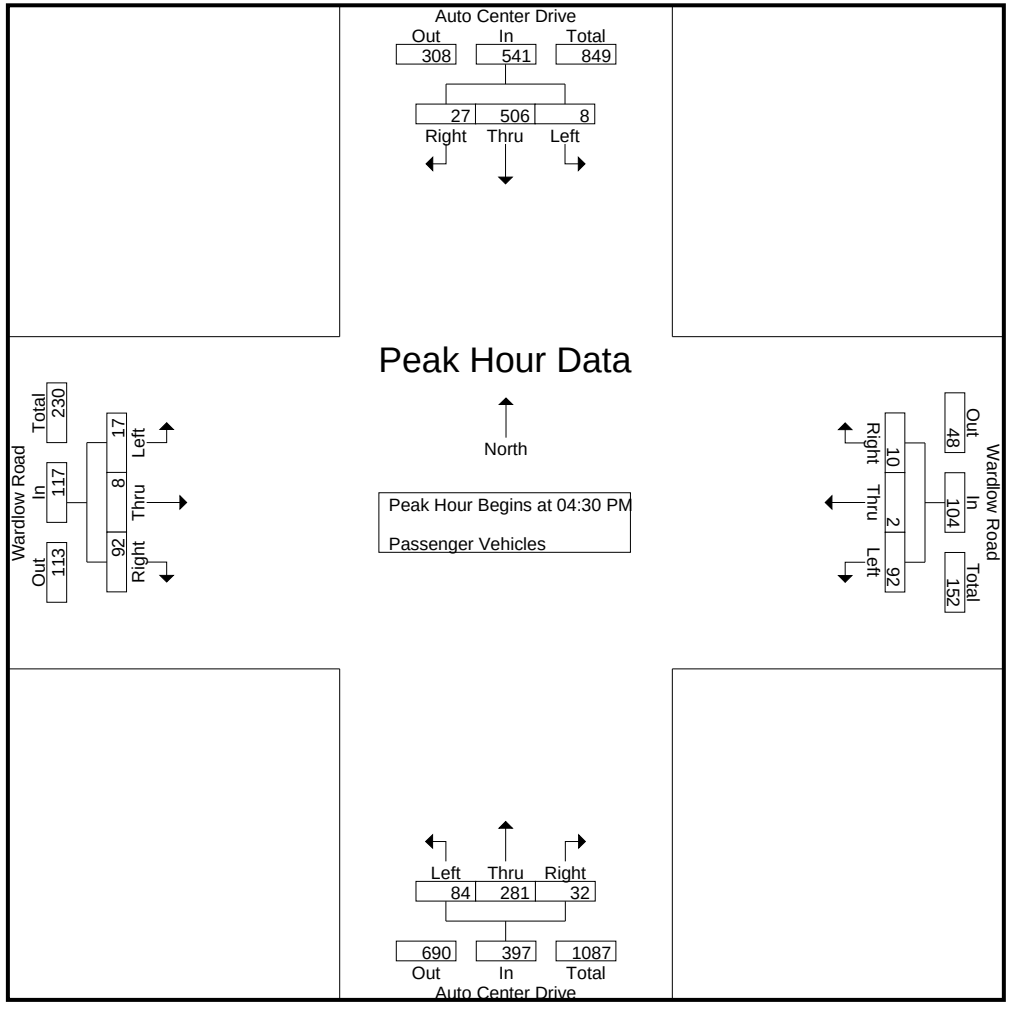
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	159	4	0	165	21	2	3	1	26	22	49	2	0	73	5	1	16	13	22	14	286	300
04:15 PM	0	76	5	0	81	13	1	3	1	17	17	63	7	1	87	2	2	18	13	22	15	207	222
04:30 PM	2	184	5	0	191	24	1	1	0	26	18	50	6	0	74	3	2	19	8	24	8	315	323
04:45 PM	2	91	8	1	101	18	0	2	2	20	17	49	13	3	79	5	2	15	13	22	19	222	241
Total	6	510	22	1	538	76	4	9	4	89	74	211	28	4	313	15	7	68	47	90	56	1030	1086
05:00 PM	4	144	7	1	155	30	0	6	4	36	25	88	7	2	120	3	4	30	19	37	26	348	374
05:15 PM	0	87	7	1	94	20	1	1	0	22	24	94	6	1	124	6	0	28	14	34	16	274	290
05:30 PM	0	75	7	0	82	21	0	1	1	22	17	97	6	1	120	9	2	24	19	35	21	259	280
05:45 PM	0	75	5	1	80	17	1	0	0	18	24	94	6	0	124	2	0	15	13	17	14	239	253
Total	4	381	26	3	411	88	2	8	5	98	90	373	25	4	488	20	6	97	65	123	77	1120	1197
Grand Total	10	891	48	4	949	164	6	17	9	187	164	584	53	8	801	35	13	165	112	213	133	2150	2283
Apprch %	1.1	93.9	5.1			87.7	3.2	9.1			20.5	72.9	6.6			16.4	6.1	77.5					
Total %	0.5	41.4	2.2		44.1	7.6	0.3	0.8		8.7	7.6	27.2	2.5		37.3	1.6	0.6	7.7		9.9	5.8	94.2	

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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	**184**	5	**191**	24	**1**	1	26	18	50	6	74	3	2	19	24	315
04:45 PM	2	91	**8**	101	18	0	2	20	17	49	**13**	79	5	2	15	22	222
05:00 PM	**4**	144	7	155	**30**	0	**6**	**36**	**25**	88	7	120	3	**4**	**30**	**37**	**348**
05:15 PM	0	87	7	94	20	1	1	22	24	**94**	6	**124**	**6**	0	28	34	274
Total Volume	8	506	27	541	92	2	10	104	84	281	32	397	17	8	92	117	1159
% App. Total	1.5	93.5	5		88.5	1.9	9.6		21.2	70.8	8.1		14.5	6.8	78.6		
PHF	.500	.688	.844	.708	.767	.500	.417	.722	.840	.747	.615	.800	.708	.500	.767	.791	.833

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	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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	**184**	5	**191**	24	**1**	1	26	18	50	6	74	3	2	19	24	
+15 mins.	2	91	**8**	101	18	0	2	20	17	49	**13**	79	5	2	15	22	
+30 mins.	**4**	144	7	155	**30**	0	**6**	**36**	**25**	88	7	120	3	**4**	**30**	**37**	
+45 mins.	0	87	7	94	20	1	1	22	24	**94**	6	**124**	**6**	0	28	34	
Total Volume	8	506	27	541	92	2	10	104	84	281	32	397	17	8	92	117	
% App. Total	1.5	93.5	5		88.5	1.9	9.6		21.2	70.8	8.1		14.5	6.8	78.6		
PHF	.500	.688	.844	.708	.767	.500	.417	.722	.840	.747	.615	.800	.708	.500	.767	.791	

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Groups Printed- Large 2 Axle Vehicles

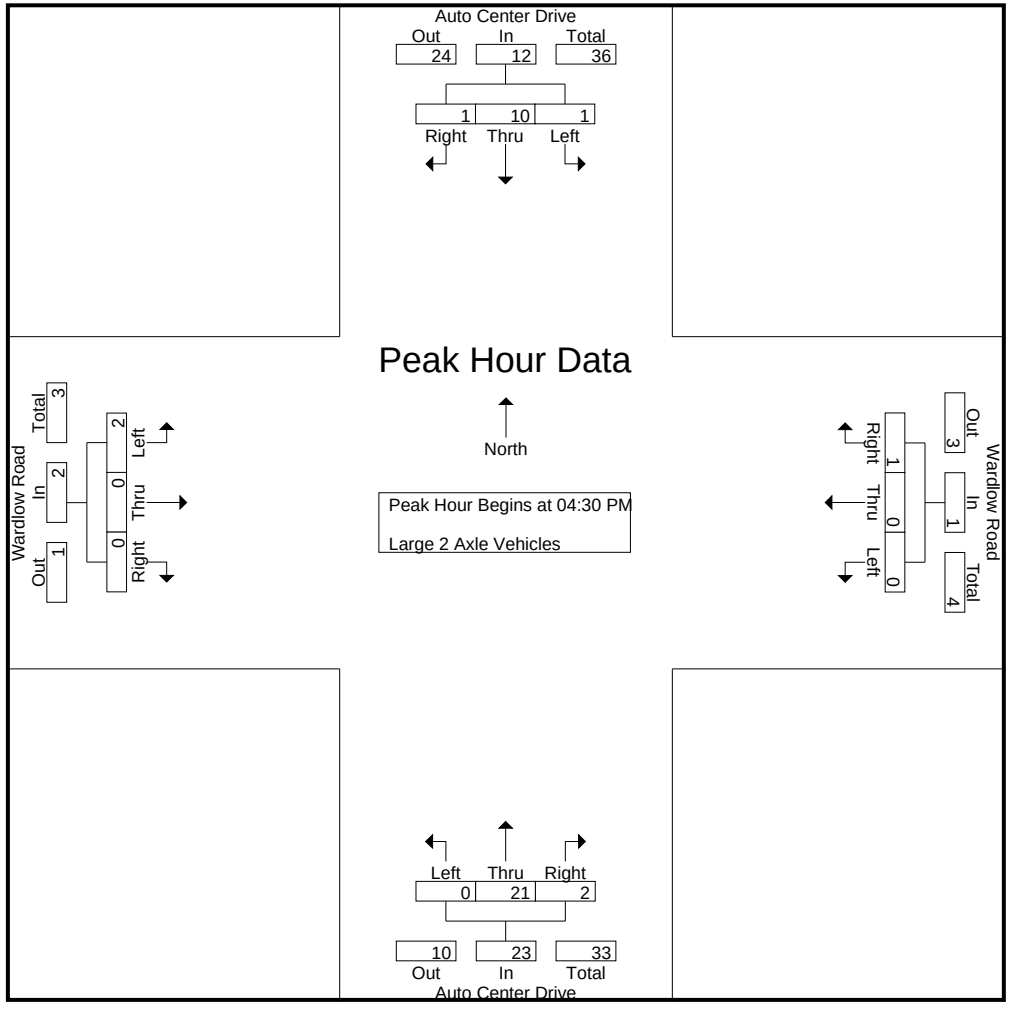
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	9	9
04:15 PM	0	3	0	0	3	1	0	0	0	1	0	12	1	0	13	0	0	0	0	0	0	17	17
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	8	8
04:45 PM	0	4	1	0	5	0	0	1	1	1	0	5	0	0	5	2	0	0	0	2	1	13	14
Total	0	13	1	0	14	1	0	1	1	2	1	26	2	0	29	2	0	0	0	2	1	47	48
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	8
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	9	9
05:30 PM	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	9	9
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	1	6	1	0	8	1	0	0	0	1	0	19	1	0	20	0	0	0	0	0	0	29	29
Grand Total	1	19	2	0	22	2	0	1	1	3	1	45	3	0	49	2	0	0	0	2	1	76	77
Apprch %	4.5	86.4	9.1			66.7	0	33.3			2	91.8	6.1			100	0	0					
Total %	1.3	25	2.6		28.9	2.6	0	1.3		3.9	1.3	59.2	3.9		64.5	2.6	0	0		2.6	1.3	98.7	

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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	0	3	0	3	0	0	0	0	0	4	**1**	5	0	0	0	0	8
04:45 PM	0	**4**	**1**	**5**	0	0	**1**	**1**	0	5	0	5	**2**	0	0	**2**	**13**
05:00 PM	**1**	2	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
05:15 PM	0	1	0	1	0	0	0	0	0	**7**	1	**8**	0	0	0	0	9
Total Volume	1	10	1	12	0	0	1	1	0	21	2	23	2	0	0	2	38
% App. Total	8.3	83.3	8.3		0	0	100		0	91.3	8.7		100	0	0		
PHF	.250	.625	.250	.600	.000	.000	.250	.250	.000	.750	.500	.719	.250	.000	.000	.250	.731

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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

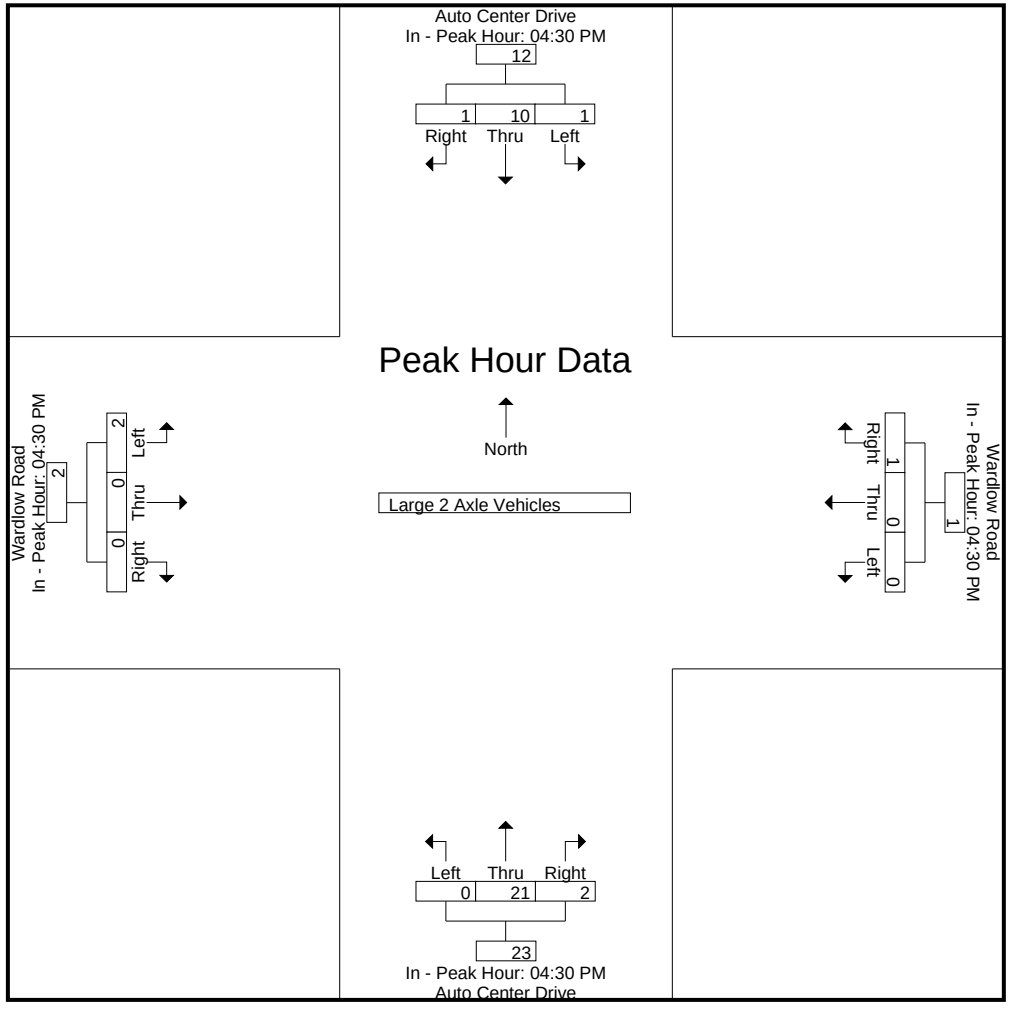
File Name : 01_COR_AC_War PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 3

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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.	0	3	0	3	0	0	0	0	0	4	**1**	5	0	0	0	0	
+15 mins.	0	**4**	**1**	**5**	0	0	**1**	**1**	0	5	0	5	**2**	0	0	**2**	
+30 mins.	**1**	2	0	3	0	0	0	0	0	5	0	5	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	**7**	1	**8**	0	0	0	0	
Total Volume	1	10	1	12	0	0	1	1	0	21	2	23	2	0	0	2	
% App. Total	8.3	83.3	8.3		0	0	100		0	91.3	8.7		100	0	0		
PHF	.250	.625	.250	.600	.000	.000	.250	.250	.000	.750	.500	.719	.250	.000	.000	.250	

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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 4



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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

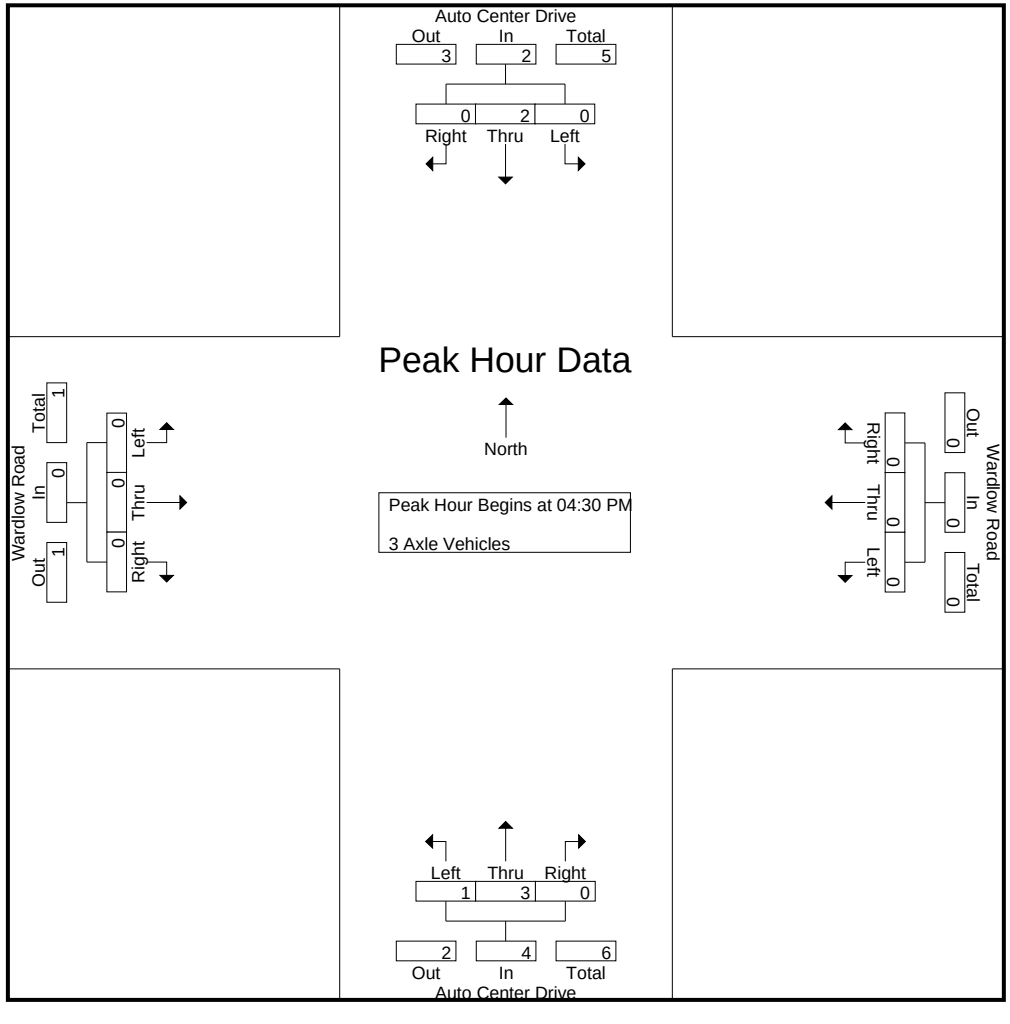
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	4
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	8	8
Grand Total	0	4	1	0	5	0	0	0	0	0	2	4	0	0	6	0	0	1	0	1	0	12	12
Apprch %	0	80	20			0	0	0			33.3	66.7	0			0	0	100					
Total %	0	33.3	8.3		41.7	0	0	0		0	16.7	33.3	0		50	0	0	8.3		8.3	0	100	

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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	0	0	0	0	0	0	0	0	0	1	0	1	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
05:00 PM	0	**1**	0	**1**	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**4**
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	1	3	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	0		25	75	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.375	.000	.333	.000	.000	.000	.000	.375

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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War PM
Site Code : 05123322
Start Date : 4/11/2023

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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.	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**	0	**1**	0	0	0	0	**1**	**2**	0	**3**	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	2	0	2	0	0	0	0	1	3	0	4	0	0	0	0	
% App. Total	0	100	0		0	0	0		25	75	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.375	.000	.333	.000	.000	.000	.000	

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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

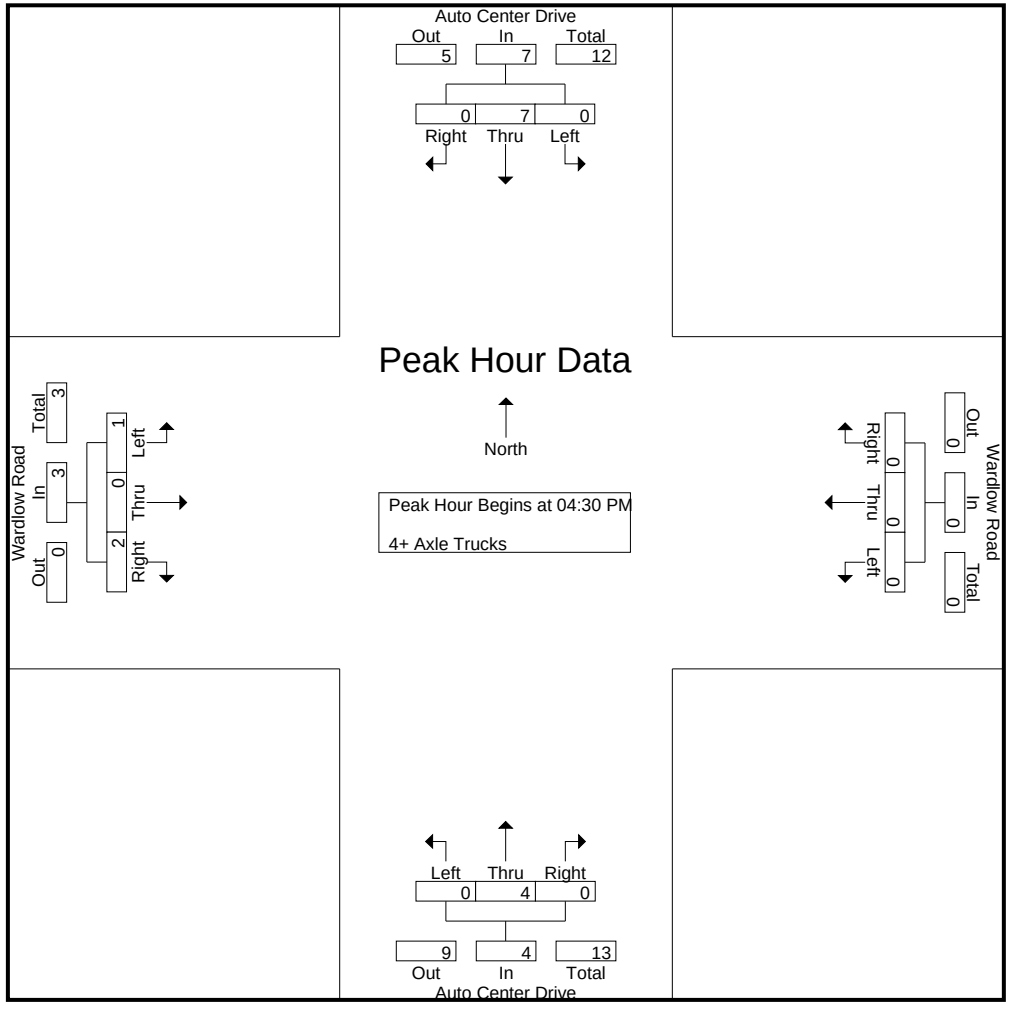
	Auto Center Drive Southbound					Wardlow Road Westbound					Auto Center Drive Northbound					Wardlow Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	5	5
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	5	5
Total	0	6	0	0	6	0	0	0	0	0	1	6	0	0	7	1	1	0	0	2	0	15	15
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	2	1	2	1	5	6
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:45 PM	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	6	6
Total	0	9	0	0	9	0	0	0	0	0	1	4	0	0	5	0	0	2	1	2	1	16	17
Grand Total	0	15	0	0	15	0	0	0	0	0	2	10	0	0	12	1	1	2	1	4	1	31	32
Apprch %	0	100	0			0	0	0			16.7	83.3	0			25	25	50					
Total %	0	48.4	0		48.4	0	0	0		0	6.5	32.3	0		38.7	3.2	3.2	6.5		12.9	3.1	96.9	

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	2	0	2	0	0	0	0	0	**2**	0	**2**	**1**	0	0	1	**5**
05:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	**2**	**2**	5
Total Volume	0	7	0	7	0	0	0	0	0	4	0	4	1	0	2	3	14
% App. Total	0	100	0		0	0	0		0	100	0		33.3	0	66.7		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.250	.375	.700

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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Auto Center Drive
E/W: Wardlow Road
Weather: Clear

File Name : 01_COR_AC_War PM
Site Code : 05123322
Start Date : 4/11/2023

	Auto Center Drive Southbound				Wardlow Road Westbound				Auto Center Drive Northbound				Wardlow Road Eastbound				
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.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	**2**	0	**2**	**1**	0	0	1	
+30 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	**2**	**2**	
Total Volume	0	7	0	7	0	0	0	0	0	4	0	4	1	0	2	3	
% App. Total	0	100	0		0	0	0		0	100	0		33.3	0	66.7		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.250	.375	

Location: Corona
N/S: Auto Center Drive
E/W: Wardlow Road

Date: 4/11/2023
Day: Tuesday

PEDESTRIANS

	North Leg Auto Center Drive	East Leg Wardlow Road	South Leg Auto Center Drive	West Leg Wardlow Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	1	0	0	0	1
7:30 AM	1	1	0	1	3
7:45 AM	0	0	0	0	0
8:00 AM	2	1	0	0	3
8:15 AM	1	0	2	0	3
8:30 AM	1	0	0	0	1
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	7	3	2	1	13

	North Leg Auto Center Drive	East Leg Wardlow Road	South Leg Auto Center Drive	West Leg Wardlow Road	
	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	2	2
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	1	1
TOTAL VOLUMES:	0	0	0	3	3

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Location: Corona
N/S: Auto Center Drive
E/W: Wardlow Road

Date: 4/11/2023
Day: Tuesday

BICYCLES

	Southbound Auto Center Drive			Westbound Wardlow Road			Northbound Auto Center Drive			Eastbound Wardlow Road			
	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	1	0	0	0	0	1
7:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	3
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	2	1	0	0	0	0	1	0	0	0	0	4

	Southbound Auto Center Drive			Westbound Wardlow Road			Northbound Auto Center Drive			Eastbound Wardlow Road			
	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	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	1

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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

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

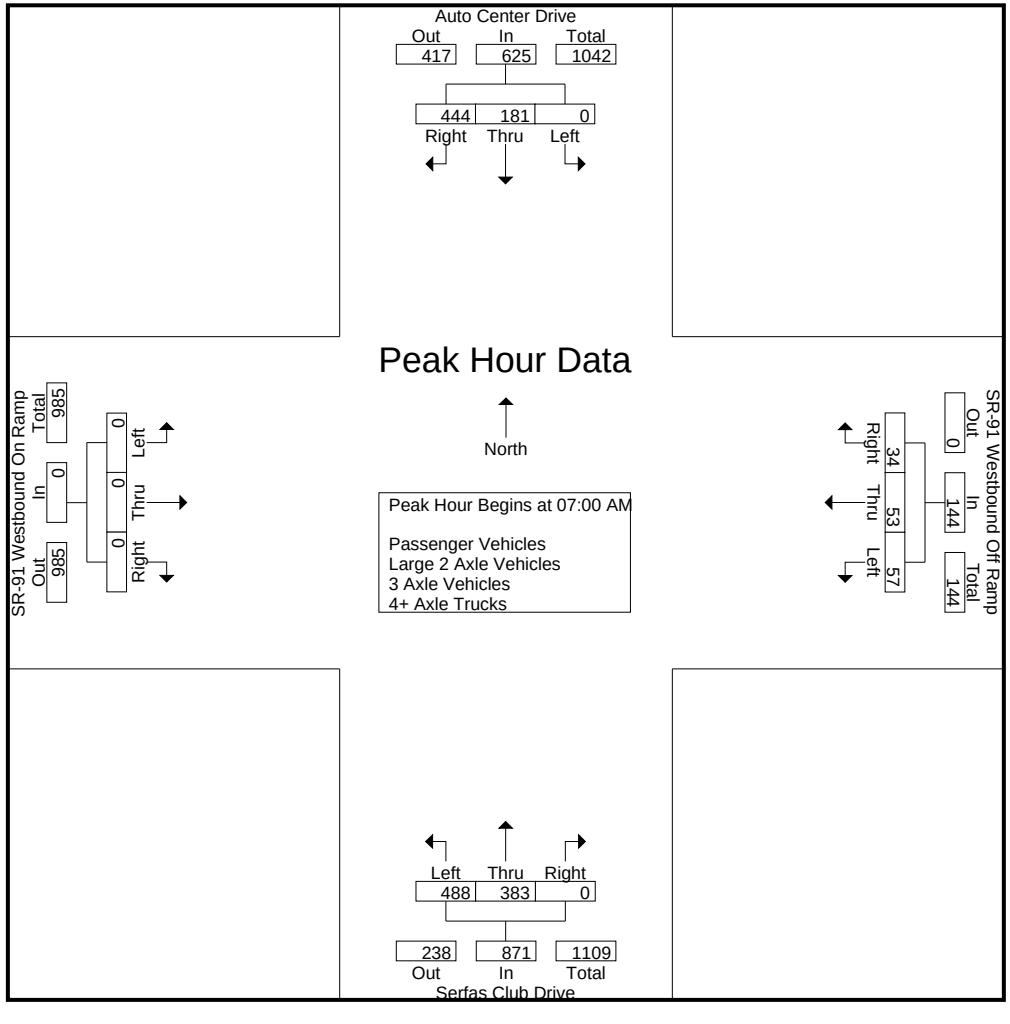
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	42	124	15	166	8	9	10	9	27	161	112	0	0	273	0	0	0	0	0	24	466	490
07:15 AM	0	59	105	16	164	13	12	2	2	27	149	85	0	0	234	0	0	0	0	0	18	425	443
07:30 AM	0	40	127	10	167	14	18	7	5	39	99	88	0	0	187	0	0	0	0	0	15	393	408
07:45 AM	0	40	88	7	128	22	14	15	8	51	79	98	0	0	177	0	0	0	0	0	15	356	371
Total	0	181	444	48	625	57	53	34	24	144	488	383	0	0	871	0	0	0	0	0	72	1640	1712
08:00 AM	0	45	93	8	138	28	4	22	19	54	75	93	0	0	168	0	0	0	0	0	27	360	387
08:15 AM	0	49	97	7	146	37	12	18	10	67	53	80	0	0	133	0	0	0	0	0	17	346	363
08:30 AM	0	60	107	17	167	45	2	16	12	63	53	92	0	0	145	0	0	0	0	0	29	375	404
08:45 AM	0	47	72	11	119	50	0	29	14	79	62	84	0	0	146	0	0	0	0	0	25	344	369
Total	0	201	369	43	570	160	18	85	55	263	243	349	0	0	592	0	0	0	0	0	98	1425	1523
Grand Total	0	382	813	91	1195	217	71	119	79	407	731	732	0	0	1463	0	0	0	0	0	170	3065	3235
Apprch %	0	32	68			53.3	17.4	29.2			50	50	0			0	0	0					
Total %	0	12.5	26.5		39	7.1	2.3	3.9		13.3	23.8	23.9	0		47.7	0	0	0		0	5.3	94.7	
Passenger Vehicles	0	333	730		1145	202	67	109		452	710	685	0		1395	0	0	0		0	0	0	2992
% Passenger Vehicles	0	87.2	89.8	90.1	89	93.1	94.4	91.6	93.7	93	97.1	93.6	0	0	95.4	0	0	0	0	0	0	0	92.5
Large 2 Axle Vehicles	0	27	52		84	13	1	1		16	19	27	0		46	0	0	0		0	0	0	146
% Large 2 Axle Vehicles	0	7.1	6.4	5.5	6.5	6	1.4	0.8	1.3	3.3	2.6	3.7	0	0	3.1	0	0	0	0	0	0	0	4.5
3 Axle Vehicles	0	3	5		9	0	1	2		5	1	2	0		3	0	0	0		0	0	0	17
% 3 Axle Vehicles	0	0.8	0.6	1.1	0.7	0	1.4	1.7	2.5	1	0.1	0.3	0	0	0.2	0	0	0	0	0	0	0	0.5
4+ Axle Trucks	0	19	26		48	2	2	7		13	1	18	0		19	0	0	0		0	0	0	80
% 4+ Axle Trucks	0	5	3.2	3.3	3.7	0.9	2.8	5.9	2.5	2.7	0.1	2.5	0	0	1.3	0	0	0	0	0	0	0	2.5

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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 07:00 AM																	
07:00 AM	0	42	124	166	8	9	10	27	**161**	**112**	0	**273**	0	0	0	0	**466**
07:15 AM	0	**59**	105	164	13	12	2	27	149	85	0	234	0	0	0	0	425
07:30 AM	0	40	**127**	**167**	14	**18**	7	39	99	88	0	187	0	0	0	0	393
07:45 AM	0	40	88	128	**22**	14	**15**	**51**	79	98	0	177	0	0	0	0	356
Total Volume	0	181	444	625	57	53	34	144	488	383	0	871	0	0	0	0	1640
% App. Total	0	29	71		39.6	36.8	23.6		56	44	0		0	0	0		
PHF	.000	.767	.874	.936	.648	.736	.567	.706	.758	.855	.000	.798	.000	.000	.000	.000	.880

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PO Box 1178
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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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:																	
	07:00 AM				08:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	42	124	166	28	4	22	54	**161**	**112**	0	**273**	0	0	0	0	
+15 mins.	0	**59**	105	164	37	**12**	18	67	149	85	0	234	0	0	0	0	
+30 mins.	0	40	**127**	**167**	45	2	16	63	99	88	0	187	0	0	0	0	
+45 mins.	0	40	88	128	**50**	0	**29**	**79**	79	98	0	177	0	0	0	0	
Total Volume	0	181	444	625	160	18	85	263	488	383	0	871	0	0	0	0	
% App. Total	0	29	71		60.8	6.8	32.3		56	44	0		0	0	0		
PHF	.000	.767	.874	.936	.800	.375	.733	.832	.758	.855	.000	.798	.000	.000	.000	.000	

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Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- Passenger Vehicles

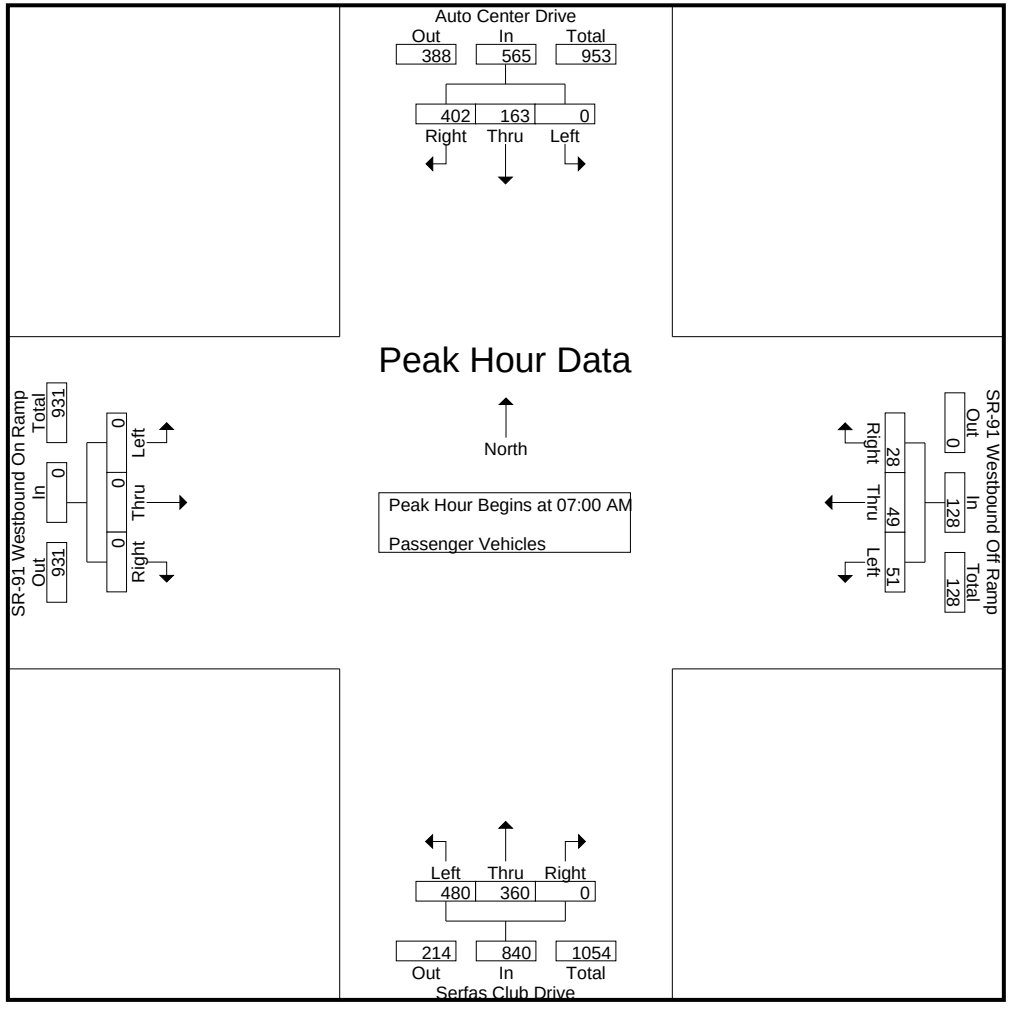
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	38	113	14	151	7	9	9	8	25	161	107	0	0	268	0	0	0	0	0	22	444	466
07:15 AM	0	54	98	14	152	11	11	1	1	23	148	77	0	0	225	0	0	0	0	0	15	400	415
07:30 AM	0	37	111	10	148	13	17	4	3	34	94	83	0	0	177	0	0	0	0	0	13	359	372
07:45 AM	0	34	80	6	114	20	12	14	8	46	77	93	0	0	170	0	0	0	0	0	14	330	344
Total	0	163	402	44	565	51	49	28	20	128	480	360	0	0	840	0	0	0	0	0	64	1533	1597
08:00 AM	0	38	83	6	121	27	4	21	18	52	75	89	0	0	164	0	0	0	0	0	24	337	361
08:15 AM	0	42	86	6	128	34	12	16	10	62	52	74	0	0	126	0	0	0	0	0	16	316	332
08:30 AM	0	52	98	17	150	43	2	15	12	60	46	84	0	0	130	0	0	0	0	0	29	340	369
08:45 AM	0	38	61	9	99	47	0	29	14	76	57	78	0	0	135	0	0	0	0	0	23	310	333
Total	0	170	328	38	498	151	18	81	54	250	230	325	0	0	555	0	0	0	0	0	92	1303	1395
Grand Total	0	333	730	82	1063	202	67	109	74	378	710	685	0	0	1395	0	0	0	0	0	156	2836	2992
Apprch %	0	31.3	68.7			53.4	17.7	28.8			50.9	49.1	0			0	0	0					
Total %	0	11.7	25.7		37.5	7.1	2.4	3.8		13.3	25	24.2	0		49.2	0	0	0		0	5.2	94.8	

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	38	**113**	151	7	9	9	25	**161**	**107**	0	**268**	0	0	0	0	**444**
07:15 AM	0	**54**	98	**152**	11	11	1	23	148	77	0	225	0	0	0	0	400
07:30 AM	0	37	111	148	13	**17**	4	34	94	83	0	177	0	0	0	0	359
07:45 AM	0	34	80	114	**20**	12	**14**	**46**	77	93	0	170	0	0	0	0	330
Total Volume	0	163	402	565	51	49	28	128	480	360	0	840	0	0	0	0	1533
% App. Total	0	28.8	71.2		39.8	38.3	21.9		57.1	42.9	0		0	0	0		
PHF	.000	.755	.889	.929	.638	.721	.500	.696	.745	.841	.000	.784	.000	.000	.000	.000	.863

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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
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File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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 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	38	**113**	151	7	9	9	25	**161**	**107**	0	**268**	0	0	0	0	
+15 mins.	0	**54**	98	**152**	11	11	1	23	148	77	0	225	0	0	0	0	
+30 mins.	0	37	111	148	13	**17**	4	34	94	83	0	177	0	0	0	0	
+45 mins.	0	34	80	114	**20**	12	**14**	**46**	77	93	0	170	0	0	0	0	
Total Volume	0	163	402	565	51	49	28	128	480	360	0	840	0	0	0	0	
% App. Total	0	28.8	71.2		39.8	38.3	21.9		57.1	42.9	0		0	0	0		
PHF	.000	.755	.889	.929	.638	.721	.500	.696	.745	.841	.000	.784	.000	.000	.000	.000	

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Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

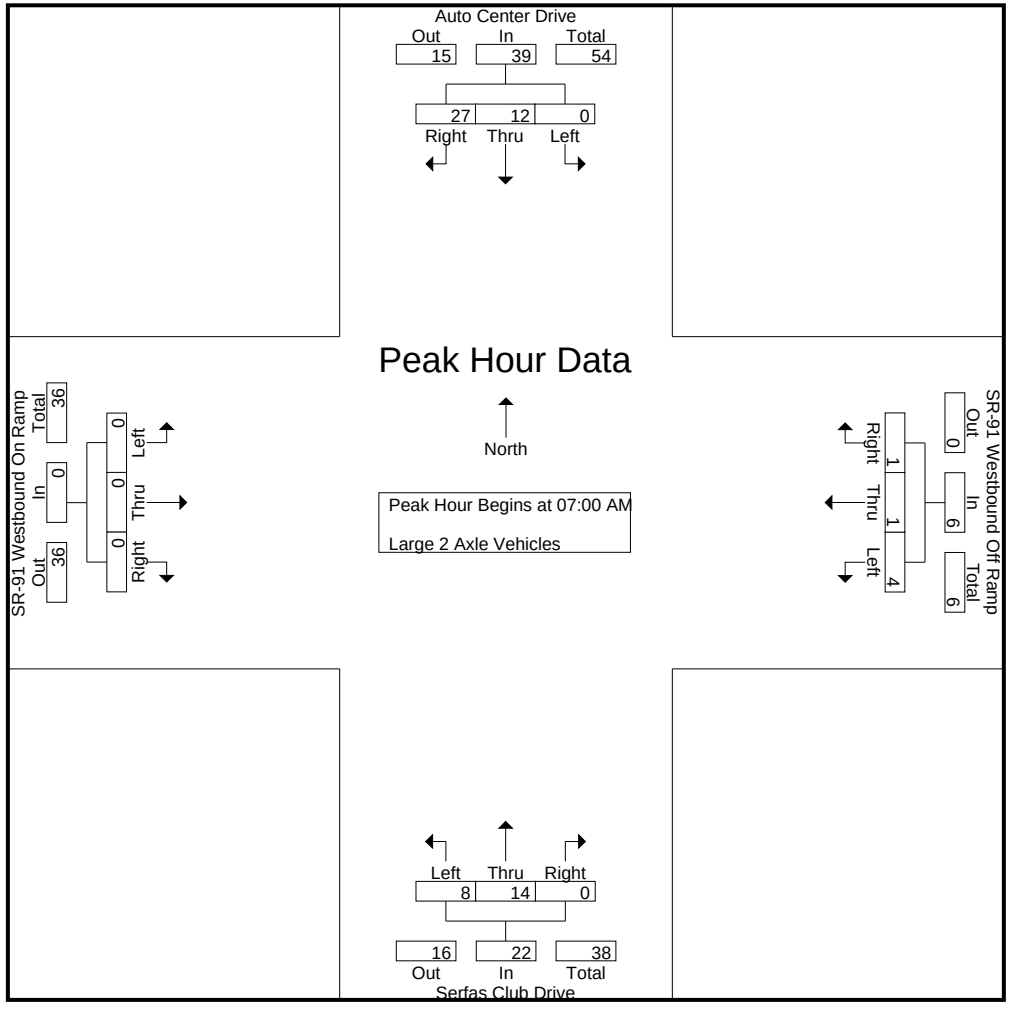
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	8	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	14	14
07:15 AM	0	4	4	1	8	2	0	1	1	3	1	5	0	0	6	0	0	0	0	0	2	17	19
07:30 AM	0	3	10	0	13	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	0	20	20
07:45 AM	0	4	5	0	9	2	1	0	0	3	2	2	0	0	4	0	0	0	0	0	0	16	16
Total	0	12	27	1	39	4	1	1	1	6	8	14	0	0	22	0	0	0	0	0	2	67	69
08:00 AM	0	5	8	1	13	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1	17	18
08:15 AM	0	2	5	1	7	3	0	0	0	3	1	3	0	0	4	0	0	0	0	0	1	14	15
08:30 AM	0	5	4	0	9	2	0	0	0	2	7	5	0	0	12	0	0	0	0	0	0	23	23
08:45 AM	0	3	8	2	11	3	0	0	0	3	3	2	0	0	5	0	0	0	0	0	2	19	21
Total	0	15	25	4	40	9	0	0	0	9	11	13	0	0	24	0	0	0	0	0	4	73	77
Grand Total	0	27	52	5	79	13	1	1	1	15	19	27	0	0	46	0	0	0	0	0	6	140	146
Apprch %	0	34.2	65.8			86.7	6.7	6.7			41.3	58.7	0			0	0	0					
Total %	0	19.3	37.1		56.4	9.3	0.7	0.7		10.7	13.6	19.3	0		32.9	0	0	0		0	4.1	95.9	

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	8	9	0	0	0	0	0	**5**	0	5	0	0	0	0	14
07:15 AM	0	**4**	4	8	**2**	0	**1**	**3**	1	5	0	6	0	0	0	0	17
07:30 AM	0	3	**10**	**13**	0	0	0	0	**5**	2	0	**7**	0	0	0	0	**20**
07:45 AM	0	4	5	9	2	**1**	0	3	2	2	0	4	0	0	0	0	16
Total Volume	0	12	27	39	4	1	1	6	8	14	0	22	0	0	0	0	67
% App. Total	0	30.8	69.2		66.7	16.7	16.7		36.4	63.6	0		0	0	0		
PHF	.000	.750	.675	.750	.500	.250	.250	.500	.400	.700	.000	.786	.000	.000	.000	.000	.838

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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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 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	1	8	9	0	0	0	0	0	**5**	0	5	0	0	0	0	
+15 mins.	0	**4**	4	8	**2**	0	**1**	**3**	1	5	0	6	0	0	0	0	
+30 mins.	0	3	**10**	**13**	0	0	0	0	**5**	2	0	**7**	0	0	0	0	
+45 mins.	0	4	5	9	2	**1**	0	3	2	2	0	4	0	0	0	0	
Total Volume	0	12	27	39	4	1	1	6	8	14	0	22	0	0	0	0	
% App. Total	0	30.8	69.2		66.7	16.7	16.7		36.4	63.6	0		0	0	0		
PHF	.000	.750	.675	.750	.500	.250	.250	.500	.400	.700	.000	.786	.000	.000	.000	.000	

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File Name : 02_COR_SC_91W AM
Site Code : 05123322
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Groups Printed- 3 Axle Vehicles

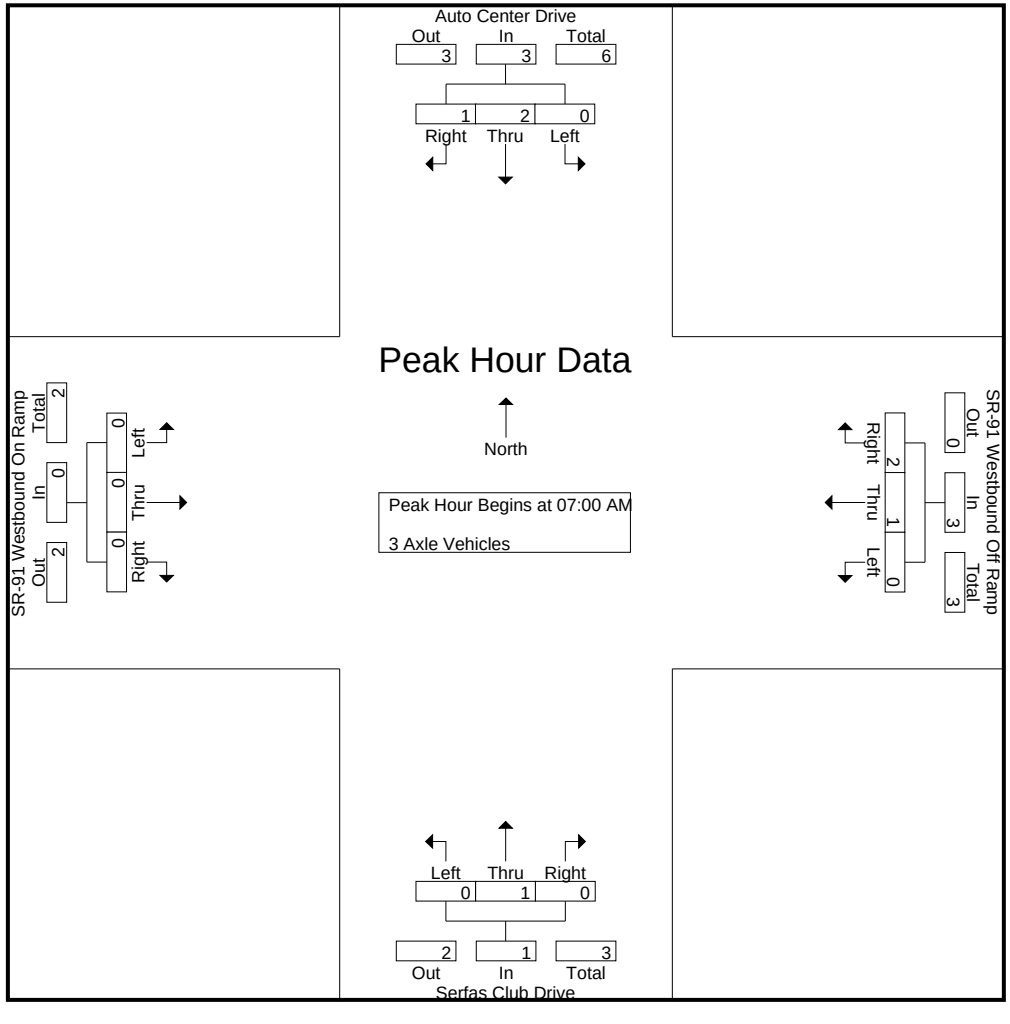
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	1	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	3	5
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	1	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	2	1	1	3	0	1	2	2	3	0	1	0	0	1	0	0	0	0	0	3	7	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
08:45 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	3
Total	0	1	4	0	5	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	7	7
Grand Total	0	3	5	1	8	0	1	2	2	3	1	2	0	0	3	0	0	0	0	0	3	14	17
Apprch %	0	37.5	62.5			0	33.3	66.7			33.3	66.7	0			0	0	0					
Total %	0	21.4	35.7		57.1	0	7.1	14.3		21.4	7.1	14.3	0		21.4	0	0	0		0	17.6	82.4	

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	**1**	**2**	0	0	**1**	1	0	0	0	0	0	0	0	0	**3**
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	**1**	1	**2**	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	2	1	3	0	1	2	3	0	1	0	1	0	0	0	0	7
% App. Total	0	66.7	33.3		0	33.3	66.7		0	100	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.250	.500	.375	.000	.250	.000	.250	.000	.000	.000	.000	.583

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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023
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	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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 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	**1**	**1**	**2**	0	0	**1**	1	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	**1**	1	**2**	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
Total Volume	0	2	1	3	0	1	2	3	0	1	0	1	0	0	0	0	
% App. Total	0	66.7	33.3		0	33.3	66.7		0	100	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.250	.500	.375	.000	.250	.000	.250	.000	.000	.000	.000	

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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

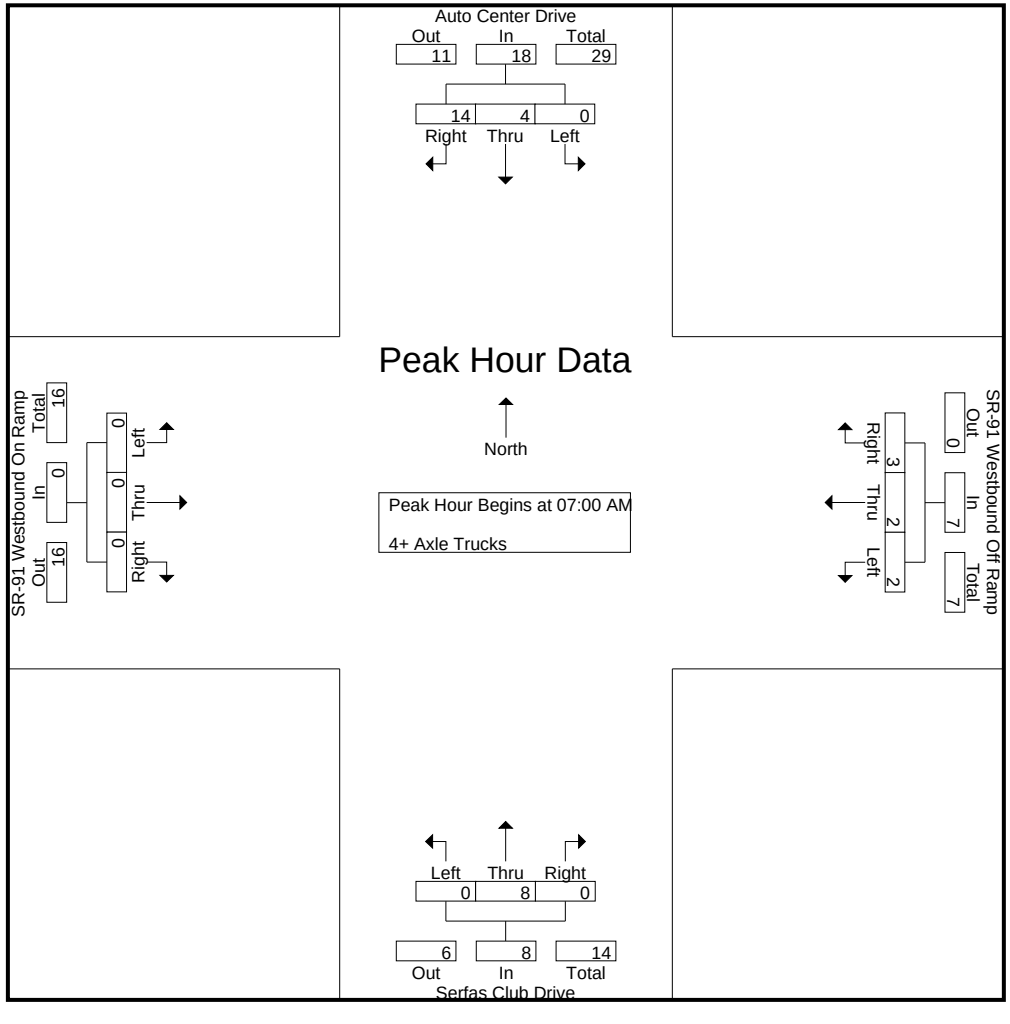
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	5
07:15 AM	0	0	3	1	3	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	7	8
07:30 AM	0	0	6	0	6	1	0	2	1	3	0	3	0	0	3	0	0	0	0	0	1	12	13
07:45 AM	0	2	3	1	5	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	1	9	10
Total	0	4	14	2	18	2	2	3	1	7	0	8	0	0	8	0	0	0	0	0	3	33	36
08:00 AM	0	2	2	1	4	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	2	6	8
08:15 AM	0	5	4	0	9	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	14	14
08:30 AM	0	3	4	0	7	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	10	10
08:45 AM	0	5	2	0	7	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	12	12
Total	0	15	12	1	27	0	0	4	1	4	1	10	0	0	11	0	0	0	0	0	2	42	44
Grand Total	0	19	26	3	45	2	2	7	2	11	1	18	0	0	19	0	0	0	0	0	5	75	80
Apprch %	0	42.2	57.8			18.2	18.2	63.6			5.3	94.7	0			0	0	0					
Total %	0	25.3	34.7		60	2.7	2.7	9.3		14.7	1.3	24	0		25.3	0	0	0		0	6.2	93.8	

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	2	4	**1**	0	0	1	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	3	3	0	**1**	0	1	0	**3**	0	**3**	0	0	0	0	7
07:30 AM	0	0	**6**	**6**	1	0	**2**	**3**	0	3	0	3	0	0	0	0	**12**
07:45 AM	0	2	3	5	0	1	1	2	0	2	0	2	0	0	0	0	9
Total Volume	0	4	14	18	2	2	3	7	0	8	0	8	0	0	0	0	33
% App. Total	0	22.2	77.8		28.6	28.6	42.9		0	100	0		0	0	0		
PHF	.000	.500	.583	.750	.500	.500	.375	.583	.000	.667	.000	.667	.000	.000	.000	.000	.688

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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W AM
Site Code : 05123322
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	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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 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	**2**	2	4	**1**	0	0	1	0	0	0	0	0	0	0	0	
+15 mins.	0	0	3	3	0	**1**	0	1	0	**3**	0	**3**	0	0	0	0	
+30 mins.	0	0	**6**	**6**	1	0	**2**	**3**	0	3	0	3	0	0	0	0	
+45 mins.	0	2	3	5	0	1	1	2	0	2	0	2	0	0	0	0	
Total Volume	0	4	14	18	2	2	3	7	0	8	0	8	0	0	0	0	
% App. Total	0	22.2	77.8		28.6	28.6	42.9		0	100	0		0	0	0		
PHF	.000	.500	.583	.750	.500	.500	.375	.583	.000	.667	.000	.667	.000	.000	.000	.000	

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

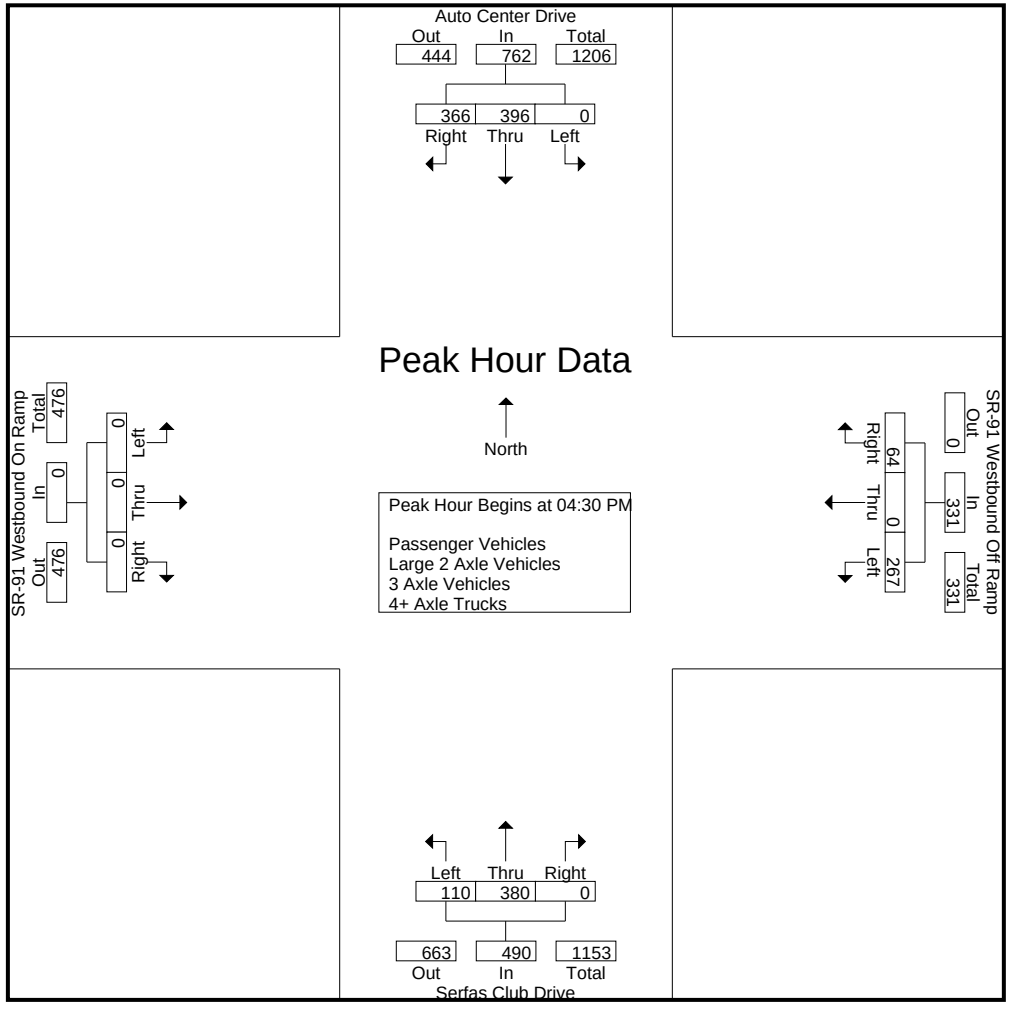
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	99	116	29	215	62	0	14	9	76	26	70	0	0	96	0	0	0	0	0	38	387	425
04:15 PM	0	72	55	17	127	63	1	13	11	77	26	94	0	0	120	0	0	0	0	0	28	324	352
04:30 PM	0	128	112	19	240	61	0	18	14	79	30	65	0	0	95	0	0	0	0	0	33	414	447
04:45 PM	0	68	70	22	138	68	0	14	6	82	26	70	0	0	96	0	0	0	0	0	28	316	344
Total	0	367	353	87	720	254	1	59	40	314	108	299	0	0	407	0	0	0	0	0	127	1441	1568
05:00 PM	0	111	106	32	217	59	0	17	10	76	32	121	0	0	153	0	0	0	0	0	42	446	488
05:15 PM	0	89	78	22	167	79	0	15	8	94	22	124	0	0	146	0	0	0	0	0	30	407	437
05:30 PM	0	78	48	11	126	66	0	13	9	79	24	109	0	0	133	0	0	0	0	0	20	338	358
05:45 PM	0	74	51	15	125	67	0	15	7	82	31	112	0	0	143	0	0	0	0	0	22	350	372
Total	0	352	283	80	635	271	0	60	34	331	109	466	0	0	575	0	0	0	0	0	114	1541	1655
Grand Total	0	719	636	167	1355	525	1	119	74	645	217	765	0	0	982	0	0	0	0	0	241	2982	3223
Apprch %	0	53.1	46.9			81.4	0.2	18.4			22.1	77.9	0			0	0	0					
Total %	0	24.1	21.3		45.4	17.6	0	4		21.6	7.3	25.7	0		32.9	0	0	0		0	7.5	92.5	
Passenger Vehicles	0	696	618		1477	524	0	111		704	216	715	0		931	0	0	0		0	0	0	3112
% Passenger Vehicles	0	96.8	97.2	97.6	97	99.8	0	93.3	93.2	97.9	99.5	93.5	0	0	94.8	0	0	0	0	0	0	0	96.6
Large 2 Axle Vehicles	0	8	8		19	1	1	1		4	0	38	0		38	0	0	0		0	0	0	61
% Large 2 Axle Vehicles	0	1.1	1.3	1.8	1.2	0.2	100	0.8	1.4	0.6	0	5	0	0	3.9	0	0	0	0	0	0	0	1.9
3 Axle Vehicles	0	5	0		5	0	0	2		4	0	6	0		6	0	0	0		0	0	0	15
% 3 Axle Vehicles	0	0.7	0	0	0.3	0	0	1.7	2.7	0.6	0	0.8	0	0	0.6	0	0	0	0	0	0	0	0.5
4+ Axle Trucks	0	10	10		21	0	0	5		7	1	6	0		7	0	0	0		0	0	0	35
% 4+ Axle Trucks	0	1.4	1.6	0.6	1.4	0	0	4.2	2.7	1	0.5	0.8	0	0	0.7	0	0	0	0	0	0	0	1.1

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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	0	**128**	**112**	**240**	61	0	**18**	79	30	65	0	95	0	0	0	0	414
04:45 PM	0	68	70	138	68	0	14	82	26	70	0	96	0	0	0	0	316
05:00 PM	0	111	106	217	59	0	17	76	**32**	121	0	**153**	0	0	0	0	**446**
05:15 PM	0	89	78	167	**79**	0	15	**94**	22	**124**	0	146	0	0	0	0	407
Total Volume	0	396	366	762	267	0	64	331	110	380	0	490	0	0	0	0	1583
% App. Total	0	52	48		80.7	0	19.3		22.4	77.6	0		0	0	0		
PHF	.000	.773	.817	.794	.845	.000	.889	.880	.859	.766	.000	.801	.000	.000	.000	.000	.887

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N/S: Auto Center Drive/Serfas Club Drive
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Weather: Clear

File Name : 02_COR_SC_91W PM
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	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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				04:30 PM				05:00 PM				04:00 PM				
+0 mins.	0	**128**	**112**	**240**	61	0	**18**	79	**32**	121	0	**153**	0	0	0	0	
+15 mins.	0	68	70	138	68	0	14	82	22	**124**	0	146	0	0	0	0	
+30 mins.	0	111	106	217	59	0	17	76	24	109	0	133	0	0	0	0	
+45 mins.	0	89	78	167	**79**	0	15	**94**	31	112	0	143	0	0	0	0	
Total Volume	0	396	366	762	267	0	64	331	109	466	0	575	0	0	0	0	
% App. Total	0	52	48		80.7	0	19.3		19	81	0		0	0	0		
PHF	.000	.773	.817	.794	.845	.000	.889	.880	.852	.940	.000	.940	.000	.000	.000	.000	

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Groups Printed- Passenger Vehicles

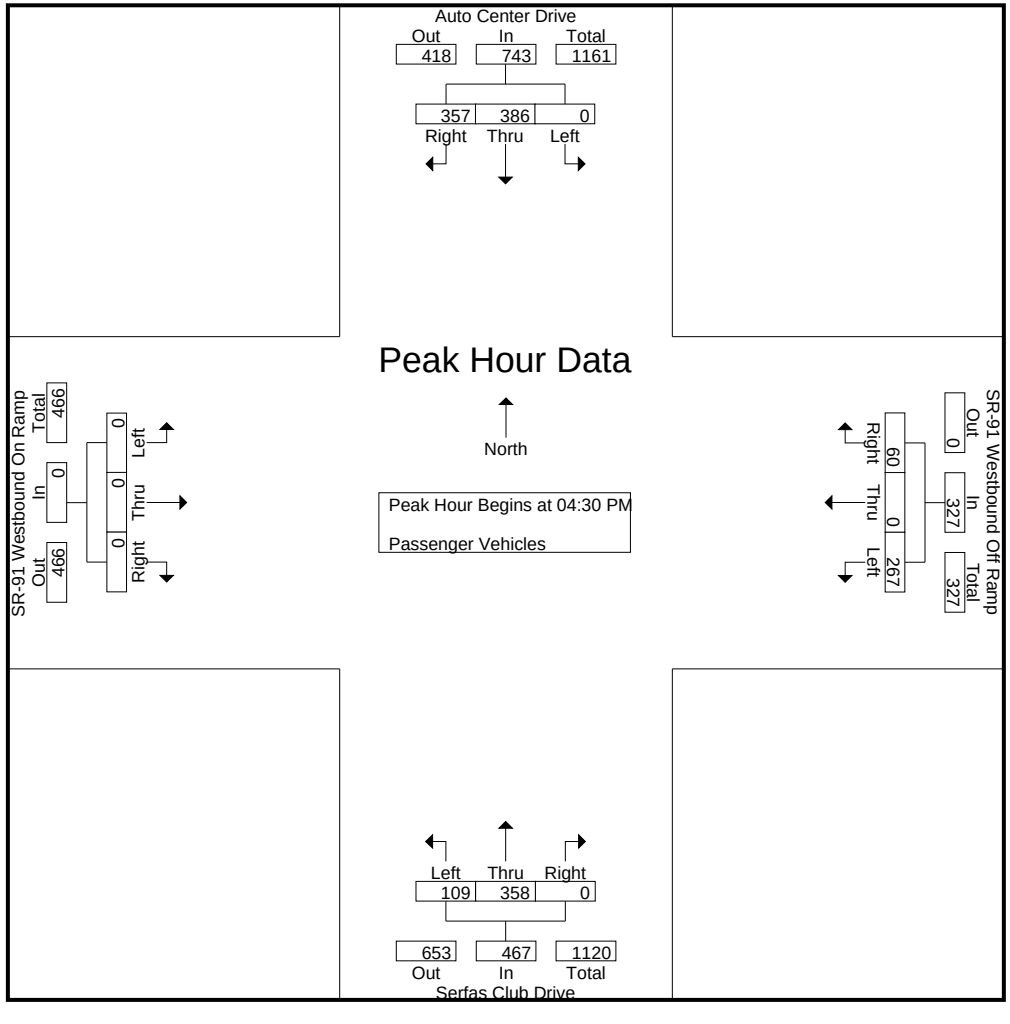
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	96	113	28	209	61	0	13	9	74	26	64	0	0	90	0	0	0	0	0	37	373	410
04:15 PM	0	68	53	17	121	63	0	12	10	75	26	80	0	0	106	0	0	0	0	0	27	302	329
04:30 PM	0	125	110	18	235	61	0	17	13	78	30	60	0	0	90	0	0	0	0	0	31	403	434
04:45 PM	0	67	66	20	133	68	0	13	6	81	26	65	0	0	91	0	0	0	0	0	26	305	331
Total	0	356	342	83	698	253	0	55	38	308	108	269	0	0	377	0	0	0	0	0	121	1383	1504
05:00 PM	0	109	104	32	213	59	0	15	8	74	32	115	0	0	147	0	0	0	0	0	40	434	474
05:15 PM	0	85	77	22	162	79	0	15	8	94	21	118	0	0	139	0	0	0	0	0	30	395	425
05:30 PM	0	74	47	11	121	66	0	13	9	79	24	103	0	0	127	0	0	0	0	0	20	327	347
05:45 PM	0	72	48	15	120	67	0	13	6	80	31	110	0	0	141	0	0	0	0	0	21	341	362
Total	0	340	276	80	616	271	0	56	31	327	108	446	0	0	554	0	0	0	0	0	111	1497	1608
Grand Total	0	696	618	163	1314	524	0	111	69	635	216	715	0	0	931	0	0	0	0	0	232	2880	3112
Apprch %	0	53	47			82.5	0	17.5			23.2	76.8	0			0	0	0					
Total %	0	24.2	21.5		45.6	18.2	0	3.9		22	7.5	24.8	0		32.3	0	0	0		0	7.5	92.5	

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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	0	**125**	**110**	**235**	61	0	**17**	78	30	60	0	90	0	0	0	0	403
04:45 PM	0	67	66	133	68	0	13	81	26	65	0	91	0	0	0	0	305
05:00 PM	0	109	104	213	59	0	15	74	**32**	115	0	**147**	0	0	0	0	**434**
05:15 PM	0	85	77	162	**79**	0	15	**94**	21	**118**	0	139	0	0	0	0	395
Total Volume	0	386	357	743	267	0	60	327	109	358	0	467	0	0	0	0	1537
% App. Total	0	52	48		81.7	0	18.3		23.3	76.7	0		0	0	0		
PHF	.000	.772	.811	.790	.845	.000	.882	.870	.852	.758	.000	.794	.000	.000	.000	.000	.885

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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
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.	0	**125**	**110**	**235**	61	0	**17**	78	30	60	0	90	0	0	0	0	
+15 mins.	0	67	66	133	68	0	13	81	26	65	0	91	0	0	0	0	
+30 mins.	0	109	104	213	59	0	15	74	**32**	115	0	**147**	0	0	0	0	
+45 mins.	0	85	77	162	**79**	0	15	**94**	21	**118**	0	139	0	0	0	0	
Total Volume	0	386	357	743	267	0	60	327	109	358	0	467	0	0	0	0	
% App. Total	0	52	48		81.7	0	18.3		23.3	76.7	0		0	0	0		
PHF	.000	.772	.811	.790	.845	.000	.882	.870	.852	.758	.000	.794	.000	.000	.000	.000	

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Groups Printed- Large 2 Axle Vehicles

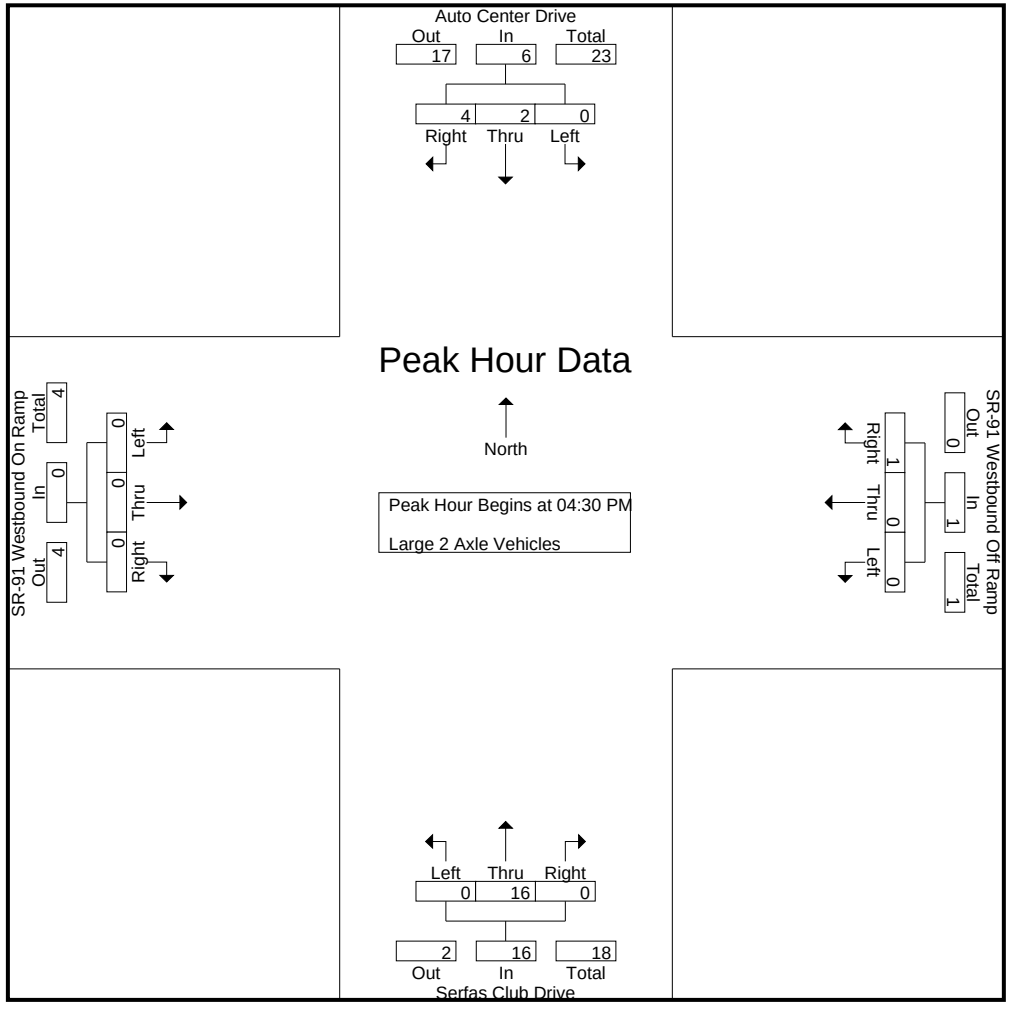
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	2	1	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	8	9
04:15 PM	0	2	2	0	4	0	1	0	0	1	0	12	0	0	12	0	0	0	0	0	0	17	17
04:30 PM	0	0	2	1	2	0	0	1	1	1	0	4	0	0	4	0	0	0	0	0	2	7	9
04:45 PM	0	1	2	1	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	7	8
Total	0	4	8	3	12	1	1	1	1	3	0	24	0	0	24	0	0	0	0	0	4	39	43
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Total	0	4	0	0	4	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	18	18
Grand Total	0	8	8	3	16	1	1	1	1	3	0	38	0	0	38	0	0	0	0	0	4	57	61
Apprch %	0	50	50			33.3	33.3	33.3			0	100	0			0	0	0					
Total %	0	14	14		28.1	1.8	1.8	1.8		5.3	0	66.7	0		66.7	0	0	0		0	6.6	93.4	

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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	0	0	**2**	2	0	0	**1**	**1**	0	4	0	4	0	0	0	0	**7**
04:45 PM	0	**1**	2	**3**	0	0	0	0	0	4	0	4	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total Volume	0	2	4	6	0	0	1	1	0	16	0	16	0	0	0	0	23
% App. Total	0	33.3	66.7		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.500	.500	.000	.000	.250	.250	.000	.800	.000	.800	.000	.000	.000	.000	.821

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

City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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

City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W PM
Site Code : 05123322
Start Date : 4/11/2023

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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.	0	0	**2**	2	0	0	**1**	**1**	0	4	0	4	0	0	0	0	
+15 mins.	0	**1**	2	**3**	0	0	0	0	0	4	0	4	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	
Total Volume	0	2	4	6	0	0	1	1	0	16	0	16	0	0	0	0	
% App. Total	0	33.3	66.7		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.500	.500	.000	.000	.250	.250	.000	.800	.000	.800	.000	.000	.000	.000	

Counts Unlimited, Inc.
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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

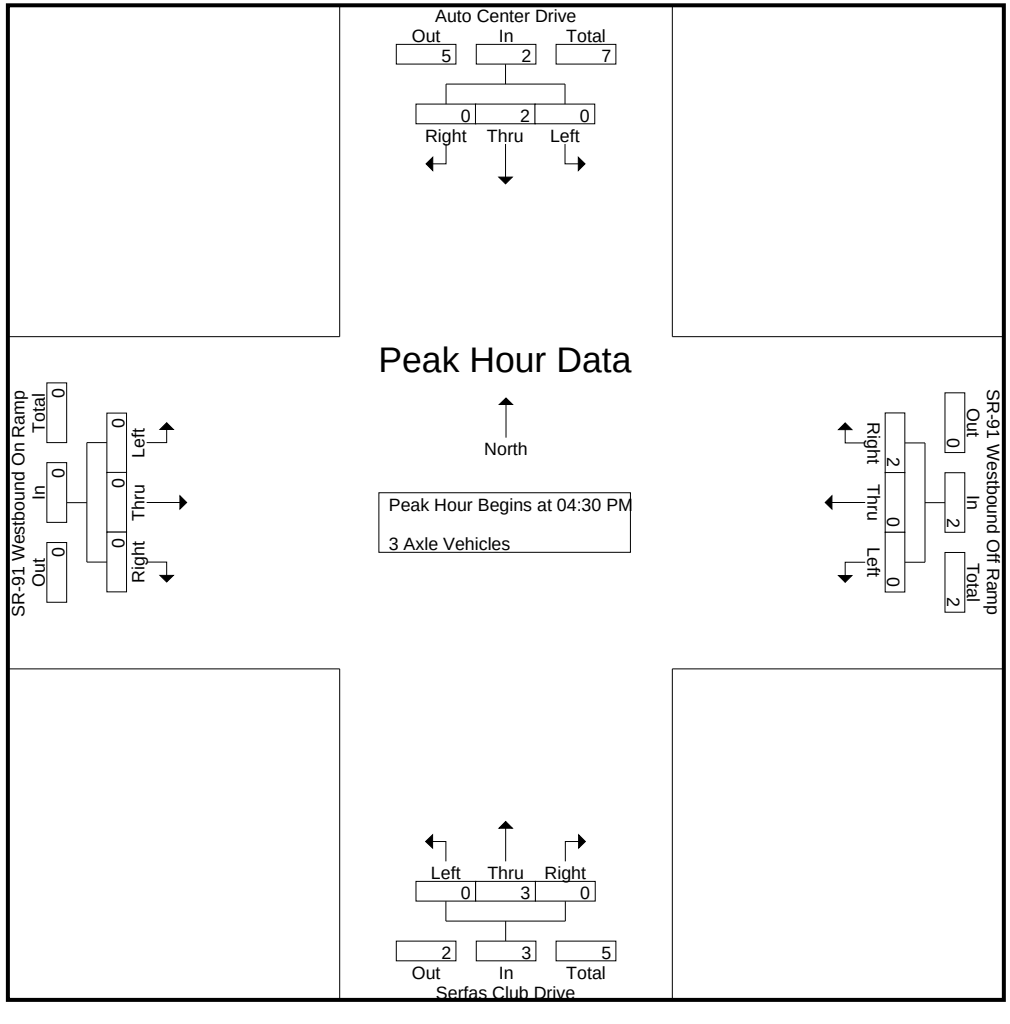
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
05:00 PM	0	0	0	0	0	0	0	2	2	2	0	1	0	0	1	0	0	0	0	0	2	3	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	2	2	2	0	3	0	0	3	0	0	0	0	0	2	8	10
Grand Total	0	5	0	0	5	0	0	2	2	2	0	6	0	0	6	0	0	0	0	0	2	13	15
Apprch %	0	100	0			0	0	100			0	100	0			0	0	0					
Total %	0	38.5	0		38.5	0	0	15.4		15.4	0	46.2	0		46.2	0	0	0		0	13.3	86.7	

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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	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
05:00 PM	0	0	0	0	0	0	**2**	**2**	0	1	0	1	0	0	0	0	**3**
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	2	2	0	3	0	3	0	0	0	0	7
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.583

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

City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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

City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W PM
Site Code : 05123322
Start Date : 4/11/2023

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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.	0	**1**	0	**1**	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	0	0	0	0	0	**2**	**2**	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	2	0	2	0	0	2	2	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	

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City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

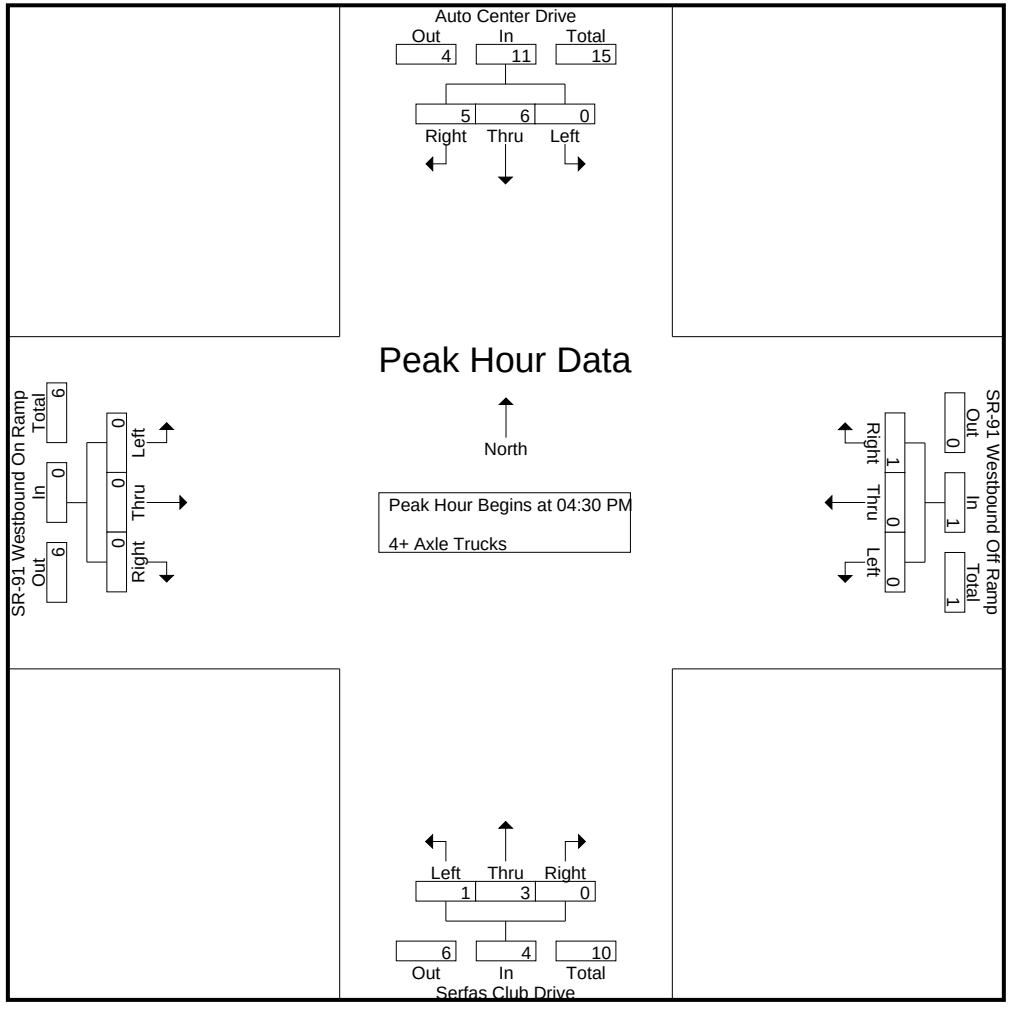
	Auto Center Drive Southbound					SR-91 Westbound Off Ramp Westbound					Serfas Club Drive Northbound					SR-91 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	5	5
04:15 PM	0	1	0	0	1	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	3	4
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	2	1	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	4	5
Total	0	5	3	1	8	0	0	3	1	3	0	3	0	0	3	0	0	0	0	0	2	14	16
05:00 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
05:15 PM	0	2	1	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6	6
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:45 PM	0	1	3	0	4	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	1	6	7
Total	0	5	7	0	12	0	0	2	1	2	1	3	0	0	4	0	0	0	0	0	1	18	19
Grand Total	0	10	10	1	20	0	0	5	2	5	1	6	0	0	7	0	0	0	0	0	3	32	35
Apprch %	0	50	50			0	0	100			14.3	85.7	0			0	0	0					
Total %	0	31.2	31.2		62.5	0	0	15.6		15.6	3.1	18.8	0		21.9	0	0	0		0	8.6	91.4	

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	**2**	2	0	0	**1**	**1**	0	1	0	1	0	0	0	0	4
05:00 PM	0	2	2	**4**	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	2	1	3	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**6**
Total Volume	0	6	5	11	0	0	1	1	1	3	0	4	0	0	0	0	16
% App. Total	0	54.5	45.5		0	0	100		25	75	0		0	0	0		
PHF	.000	.750	.625	.688	.000	.000	.250	.250	.250	.375	.000	.333	.000	.000	.000	.000	.667

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

City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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

City of Corona
N/S: Auto Center Drive/Serfas Club Drive
E/W: SR-91 Westbound Ramps
Weather: Clear

File Name : 02_COR_SC_91W PM
Site Code : 05123322
Start Date : 4/11/2023

	Auto Center Drive Southbound				SR-91 Westbound Off Ramp Westbound				Serfas Club Drive Northbound				SR-91 Westbound On 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.	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	**2**	2	0	0	**1**	**1**	0	1	0	1	0	0	0	0	
+30 mins.	0	2	2	**4**	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	2	1	3	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	
Total Volume	0	6	5	11	0	0	1	1	1	3	0	4	0	0	0	0	
% App. Total	0	54.5	45.5		0	0	100		25	75	0		0	0	0		
PHF	.000	.750	.625	.688	.000	.000	.250	.250	.250	.375	.000	.333	.000	.000	.000	.000	

Location: Corona
N/S: Auto Center Dr/Serfas Club Dr
E/W: SR-91 WB Ramps

Date: 4/11/2023
Day: Tuesday

PEDESTRIANS

	North Leg Auto Center Drive	East Leg SR-91 WB Ramps	South Leg Serfas Club Drive	West Leg SR-91 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	0	2
7:15 AM	0	1	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:	0	3	0	0	3

	North Leg Auto Center Drive	East Leg SR-91 WB Ramps	South Leg Serfas Club Drive	West Leg SR-91 WB 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	1	0	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	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Counts Unlimited, Inc.
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951-268-6268

Location: Corona
N/S: Auto Center Dr/Serfas Club Dr
E/W: SR-91 WB Ramps

Date: 4/11/2023
Day: Tuesday

BICYCLES

	Southbound Auto Center Drive			Westbound SR-91 WB Ramps			Northbound Serfas Club Drive			Eastbound SR-91 WB 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	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	1	0	0	0	0	1
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
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	2	0	0	0	0	0	1	0	0	0	0	3

	Southbound Auto Center Drive			Westbound SR-91 WB Ramps			Northbound Serfas Club Drive			Eastbound SR-91 WB 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	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	1

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(951)268-6268

City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

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

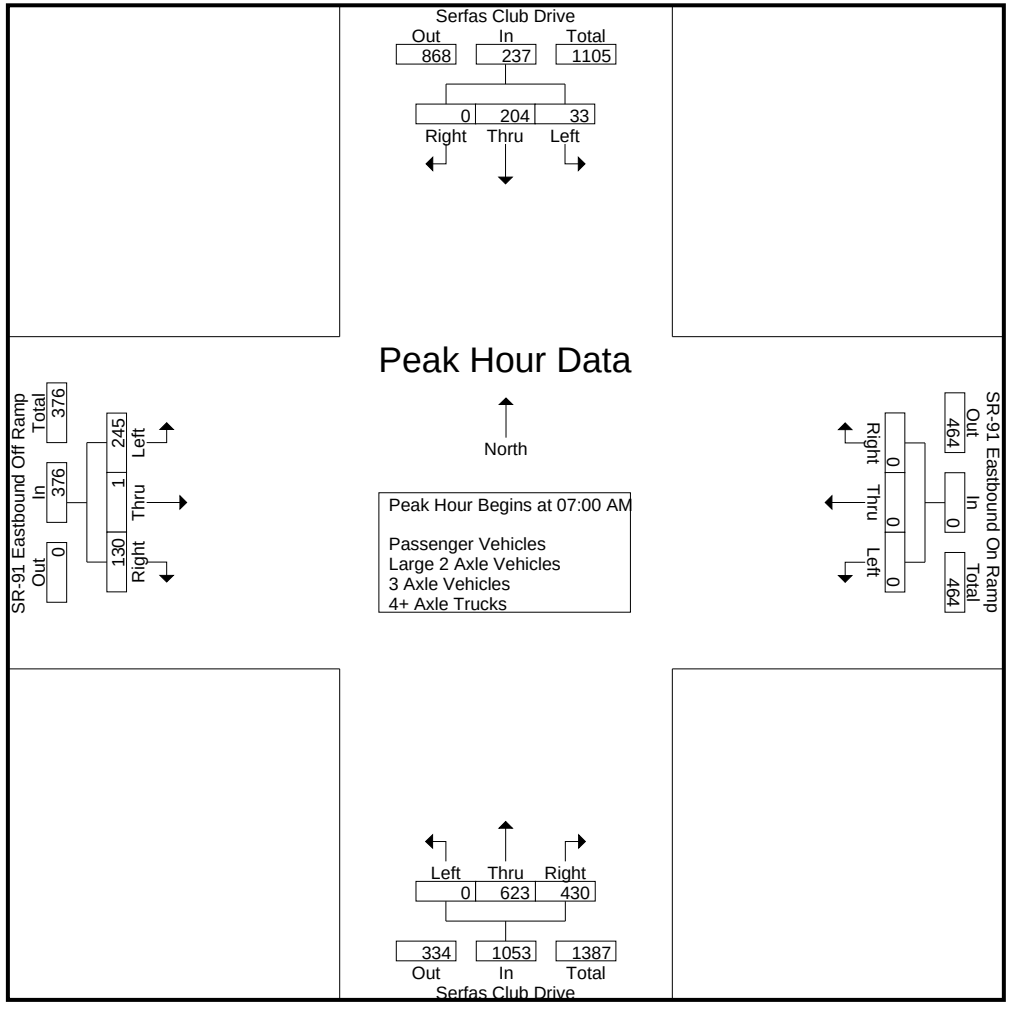
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	37	0	0	46	0	0	0	0	0	0	197	100	31	297	69	0	28	14	97	45	440	485
07:15 AM	8	66	0	0	74	0	0	0	0	0	0	175	108	19	283	59	0	25	17	84	36	441	477
07:30 AM	8	47	0	0	55	0	0	0	0	0	0	138	107	35	245	54	0	34	25	88	60	388	448
07:45 AM	8	54	0	0	62	0	0	0	0	0	0	113	115	28	228	63	1	43	22	107	50	397	447
Total	33	204	0	0	237	0	0	0	0	0	0	623	430	113	1053	245	1	130	78	376	191	1666	1857
08:00 AM	8	63	0	0	71	0	0	0	0	0	0	102	87	24	189	71	1	19	13	91	37	351	388
08:15 AM	18	63	0	0	81	0	0	0	0	0	0	70	85	34	155	61	0	29	17	90	51	326	377
08:30 AM	11	93	0	0	104	0	0	0	0	0	0	87	65	15	152	58	0	27	14	85	29	341	370
08:45 AM	18	83	0	0	101	0	0	0	0	0	0	100	87	23	187	53	0	28	19	81	42	369	411
Total	55	302	0	0	357	0	0	0	0	0	0	359	324	96	683	243	1	103	63	347	159	1387	1546
Grand Total	88	506	0	0	594	0	0	0	0	0	0	982	754	209	1736	488	2	233	141	723	350	3053	3403
Apprch %	14.8	85.2	0			0	0	0			0	56.6	43.4			67.5	0.3	32.2					
Total %	2.9	16.6	0		19.5	0	0	0		0	0	32.2	24.7		56.9	16	0.1	7.6		23.7	10.3	89.7	
Passenger Vehicles	59	476	0		535	0	0	0		0	0	951	739		1897	441	2	222		799	0	0	3231
% Passenger Vehicles	67	94.1	0	0	90.1	0	0	0	0	0	0	96.8	98	99	97.5	90.4	100	95.3	95	92.5	0	0	94.9
Large 2 Axle Vehicles	10	24	0		34	0	0	0		0	0	29	11		41	25	0	11		43	0	0	118
% Large 2 Axle Vehicles	11.4	4.7	0	0	5.7	0	0	0	0	0	0	3	1.5	0.5	2.1	5.1	0	4.7	5	5	0	0	3.5
3 Axle Vehicles	2	2	0		4	0	0	0		0	0	0	0		0	3	0	0		3	0	0	7
% 3 Axle Vehicles	2.3	0.4	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0	0.3	0	0	0.2
4+ Axle Trucks	17	4	0		21	0	0	0		0	0	2	4		7	19	0	0		19	0	0	47
% 4+ Axle Trucks	19.3	0.8	0	0	3.5	0	0	0	0	0	0	0.2	0.5	0.5	0.4	3.9	0	0	0	2.2	0	0	1.4

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 07:00 AM																	
07:00 AM	**9**	37	0	46	0	0	0	0	0	**197**	100	**297**	**69**	0	28	97	440
07:15 AM	8	**66**	0	**74**	0	0	0	0	0	175	108	283	59	0	25	84	**441**
07:30 AM	8	47	0	55	0	0	0	0	0	138	107	245	54	0	34	88	388
07:45 AM	8	54	0	62	0	0	0	0	0	113	**115**	228	63	**1**	**43**	**107**	397
Total Volume	33	204	0	237	0	0	0	0	0	623	430	1053	245	1	130	376	1666
% App. Total	13.9	86.1	0		0	0	0		0	59.2	40.8		65.2	0.3	34.6		
PHF	.917	.773	.000	.801	.000	.000	.000	.000	.000	.791	.935	.886	.888	.250	.756	.879	.944

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City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Serfas Club Drive
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File Name : 03_COR_SC_91E AM
Site Code : 05123322
Start Date : 4/11/2023

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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:																	
	08:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	8	63	0	71	0	0	0	0	0	**197**	100	**297**	**69**	0	28	97	
+15 mins.	**18**	63	0	81	0	0	0	0	0	175	108	283	59	0	25	84	
+30 mins.	11	**93**	0	**104**	0	0	0	0	0	138	107	245	54	0	34	88	
+45 mins.	18	83	0	101	0	0	0	0	0	113	**115**	228	63	**1**	**43**	**107**	
Total Volume	55	302	0	357	0	0	0	0	0	623	430	1053	245	1	130	376	
% App. Total	15.4	84.6	0		0	0	0		0	59.2	40.8		65.2	0.3	34.6		
PHF	.764	.812	.000	.858	.000	.000	.000	.000	.000	.791	.935	.886	.888	.250	.756	.879	

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Weather: Clear

File Name : 03_COR_SC_91E AM
Site Code : 05123322
Start Date : 4/11/2023

Groups Printed- Passenger Vehicles

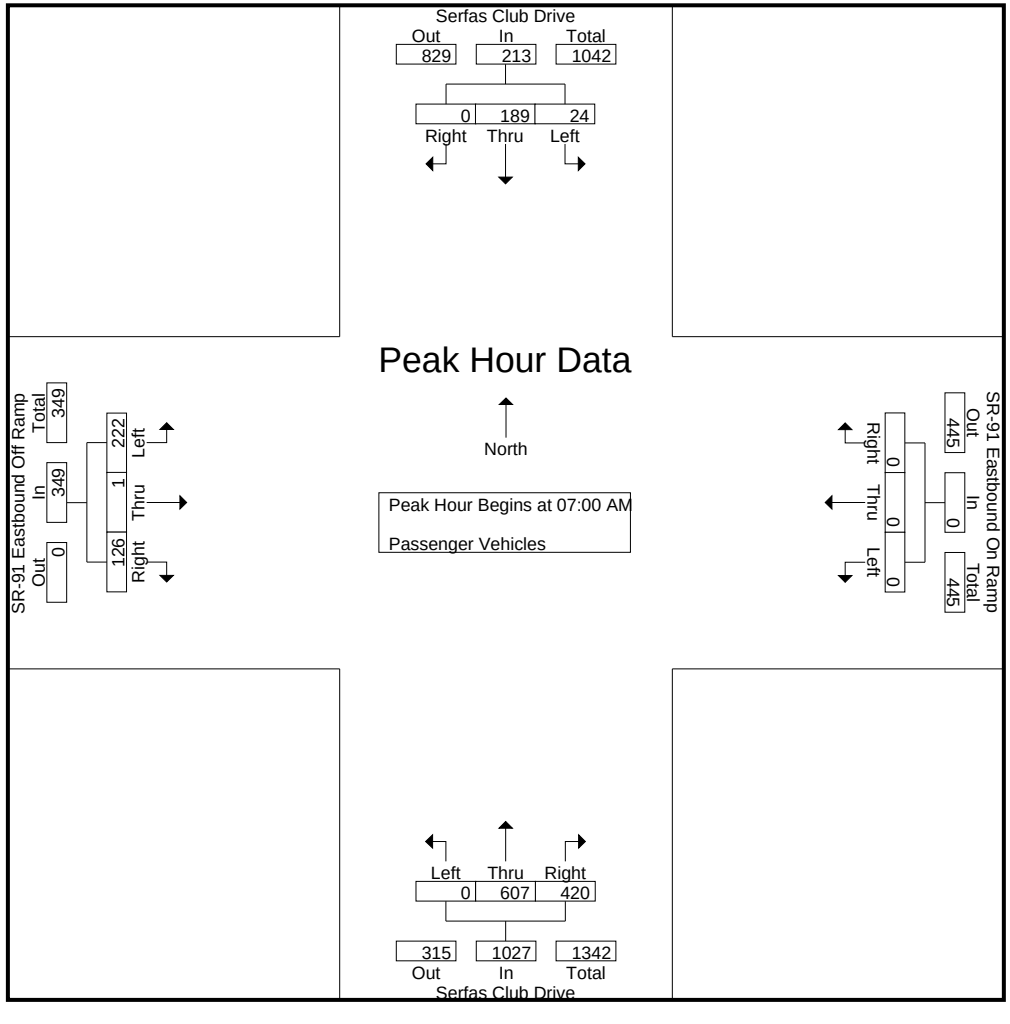
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	34	0	0	40	0	0	0	0	0	0	194	98	31	292	64	0	27	13	91	44	423	467
07:15 AM	6	61	0	0	67	0	0	0	0	0	0	171	105	19	276	51	0	25	17	76	36	419	455
07:30 AM	7	44	0	0	51	0	0	0	0	0	0	132	104	35	236	50	0	32	23	82	58	369	427
07:45 AM	5	50	0	0	55	0	0	0	0	0	0	110	113	28	223	57	1	42	21	100	49	378	427
Total	24	189	0	0	213	0	0	0	0	0	0	607	420	113	1027	222	1	126	74	349	187	1589	1776
08:00 AM	5	60	0	0	65	0	0	0	0	0	0	102	86	24	188	66	1	16	12	83	36	336	372
08:15 AM	12	61	0	0	73	0	0	0	0	0	0	68	84	34	152	55	0	29	17	84	51	309	360
08:30 AM	6	88	0	0	94	0	0	0	0	0	0	79	64	14	143	50	0	26	14	76	28	313	341
08:45 AM	12	78	0	0	90	0	0	0	0	0	0	95	85	22	180	48	0	25	17	73	39	343	382
Total	35	287	0	0	322	0	0	0	0	0	0	344	319	94	663	219	1	96	60	316	154	1301	1455
Grand Total	59	476	0	0	535	0	0	0	0	0	0	951	739	207	1690	441	2	222	134	665	341	2890	3231
Apprch %	11	89	0			0	0	0			0	56.3	43.7			66.3	0.3	33.4					
Total %	2	16.5	0		18.5	0	0	0		0	0	32.9	25.6		58.5	15.3	0.1	7.7		23	10.6	89.4	

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	34	0	40	0	0	0	0	0	**194**	98	**292**	**64**	0	27	91	**423**
07:15 AM	6	**61**	0	**67**	0	0	0	0	0	171	105	276	51	0	25	76	419
07:30 AM	**7**	44	0	51	0	0	0	0	0	132	104	236	50	0	32	82	369
07:45 AM	5	50	0	55	0	0	0	0	0	110	**113**	223	57	**1**	**42**	**100**	378
Total Volume	24	189	0	213	0	0	0	0	0	607	420	1027	222	1	126	349	1589
% App. Total	11.3	88.7	0		0	0	0		0	59.1	40.9		63.6	0.3	36.1		
PHF	.857	.775	.000	.795	.000	.000	.000	.000	.000	.782	.929	.879	.867	.250	.750	.873	.939

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City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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File Name : 03_COR_SC_91E AM
Site Code : 05123322
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	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 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.	6	34	0	40	0	0	0	0	0	**194**	98	**292**	**64**	0	27	91	
+15 mins.	6	**61**	0	**67**	0	0	0	0	0	171	105	276	51	0	25	76	
+30 mins.	**7**	44	0	51	0	0	0	0	0	132	104	236	50	0	32	82	
+45 mins.	5	50	0	55	0	0	0	0	0	110	**113**	223	57	**1**	**42**	**100**	
Total Volume	24	189	0	213	0	0	0	0	0	607	420	1027	222	1	126	349	
% App. Total	11.3	88.7	0		0	0	0		0	59.1	40.9		63.6	0.3	36.1		
PHF	.857	.775	.000	.795	.000	.000	.000	.000	.000	.782	.929	.879	.867	.250	.750	.873	

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File Name : 03_COR_SC_91E AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

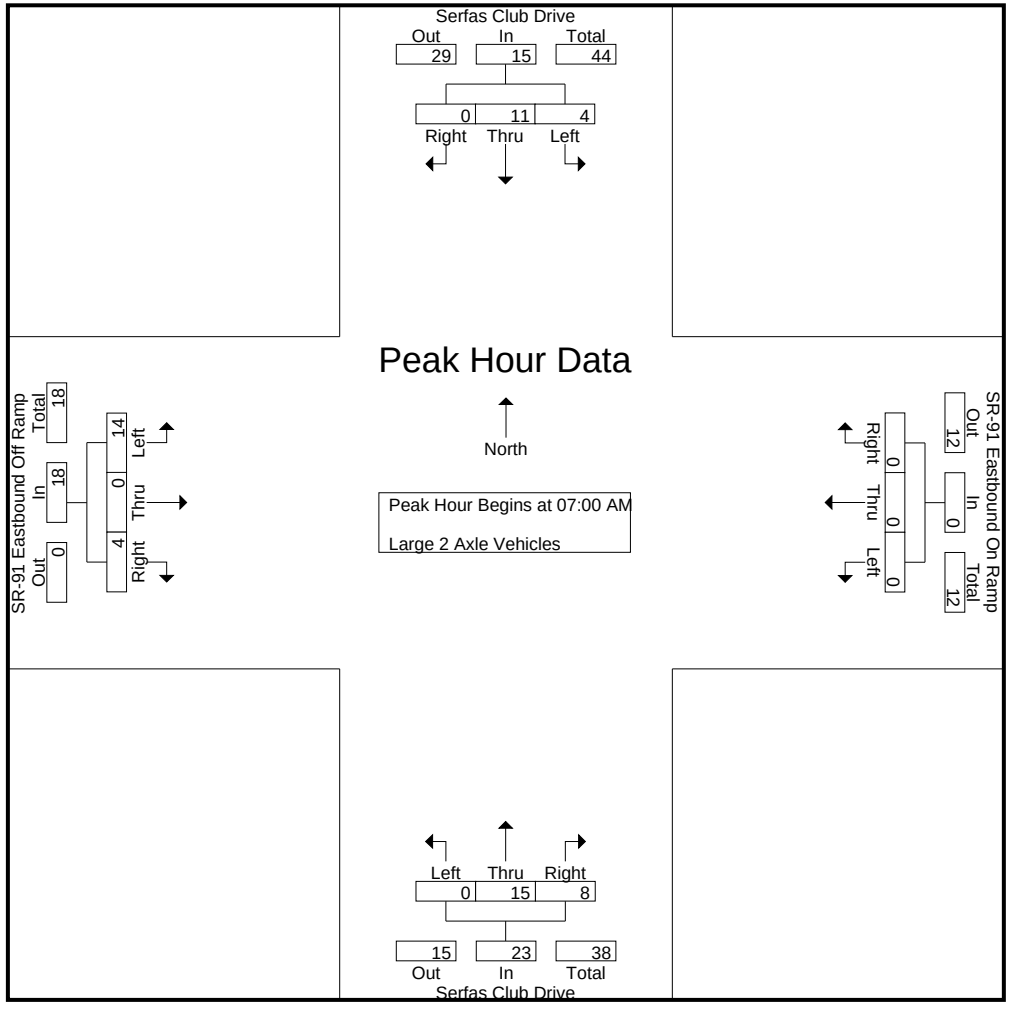
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	0	0	2	0	0	0	0	0	0	3	2	0	5	4	0	1	1	5	1	12	13
07:15 AM	1	4	0	0	5	0	0	0	0	0	0	3	1	0	4	6	0	0	0	6	0	15	15
07:30 AM	1	2	0	0	3	0	0	0	0	0	0	6	3	0	9	1	0	2	2	3	2	15	17
07:45 AM	1	4	0	0	5	0	0	0	0	0	0	3	2	0	5	3	0	1	1	4	1	14	15
Total	4	11	0	0	15	0	0	0	0	0	0	15	8	0	23	14	0	4	4	18	4	56	60
08:00 AM	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	4	0	3	1	7	1	12	13
08:15 AM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	7	7
08:30 AM	2	4	0	0	6	0	0	0	0	0	0	8	1	1	9	4	0	1	0	5	1	20	21
08:45 AM	2	4	0	0	6	0	0	0	0	0	0	4	1	0	5	1	0	3	2	4	2	15	17
Total	6	13	0	0	19	0	0	0	0	0	0	14	3	1	17	11	0	7	3	18	4	54	58
Grand Total	10	24	0	0	34	0	0	0	0	0	0	29	11	1	40	25	0	11	7	36	8	110	118
Apprch %	29.4	70.6	0			0	0	0			0	72.5	27.5			69.4	0	30.6					
Total %	9.1	21.8	0		30.9	0	0	0		0	0	26.4	10		36.4	22.7	0	10		32.7	6.8	93.2	

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	1	0	2	0	0	0	0	0	3	2	5	4	0	1	5	12
07:15 AM	1	**4**	0	**5**	0	0	0	0	0	3	1	4	**6**	0	0	**6**	**15**
07:30 AM	1	2	0	3	0	0	0	0	0	**6**	**3**	**9**	1	0	**2**	3	15
07:45 AM	1	4	0	5	0	0	0	0	0	3	2	5	3	0	1	4	14
Total Volume	4	11	0	15	0	0	0	0	0	15	8	23	14	0	4	18	56
% App. Total	26.7	73.3	0		0	0	0		0	65.2	34.8		77.8	0	22.2		
PHF	1.00	.688	.000	.750	.000	.000	.000	.000	.000	.625	.667	.639	.583	.000	.500	.750	.933

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City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 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.	**1**	1	0	2	0	0	0	0	0	3	2	5	4	0	1	5	
+15 mins.	1	**4**	0	**5**	0	0	0	0	0	3	1	4	**6**	0	0	**6**	
+30 mins.	1	2	0	3	0	0	0	0	0	**6**	**3**	**9**	1	0	**2**	3	
+45 mins.	1	4	0	5	0	0	0	0	0	3	2	5	3	0	1	4	
Total Volume	4	11	0	15	0	0	0	0	0	15	8	23	14	0	4	18	
% App. Total	26.7	73.3	0		0	0	0		0	65.2	34.8		77.8	0	22.2		
PHF	1.000	.688	.000	.750	.000	.000	.000	.000	.000	.625	.667	.639	.583	.000	.500	.750	

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File Name : 03_COR_SC_91E AM
Site Code : 05123322
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Groups Printed- 3 Axle Vehicles

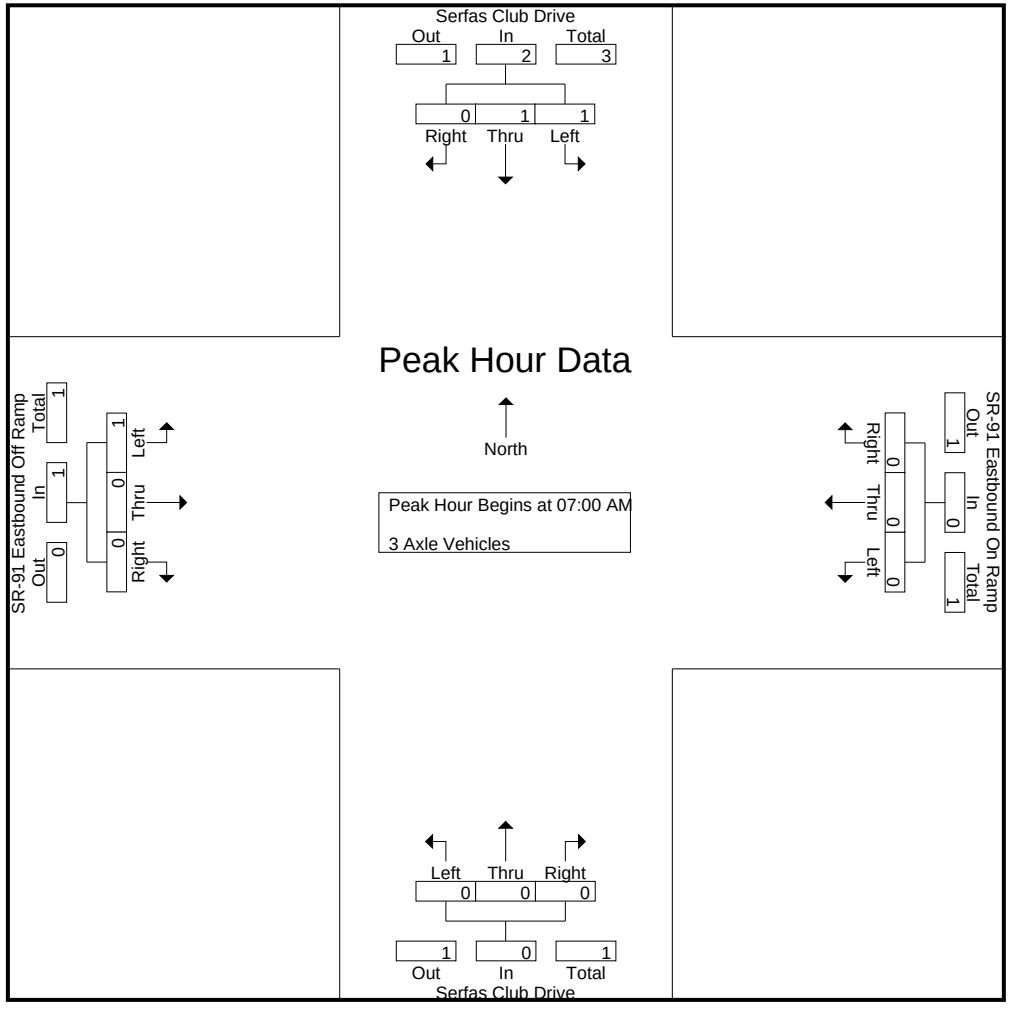
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	3
08:00 AM	0	0	0	0	0	0	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	1	0	0	0	1	0	1	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	4
Grand Total	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	7	7
Apprch %	50	50	0			0	0	0			0	0	0			100	0	0					
Total %	28.6	28.6	0		57.1	0	0	0		0	0	0	0		0	42.9	0	0		42.9	0	100	

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	**1**	0	0	1	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% App. Total	50	50	0		0	0	0		0	0	0		100	0	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.750

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City of Corona
N/S: Serfas Club Drive
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Weather: Clear

File Name : 03_COR_SC_91E AM
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	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 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	**1**	0	**1**	0	0	0	0	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	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	**1**	0	0	**1**	
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	
% App. Total	50	50	0		0	0	0		0	0	0		100	0	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	

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City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

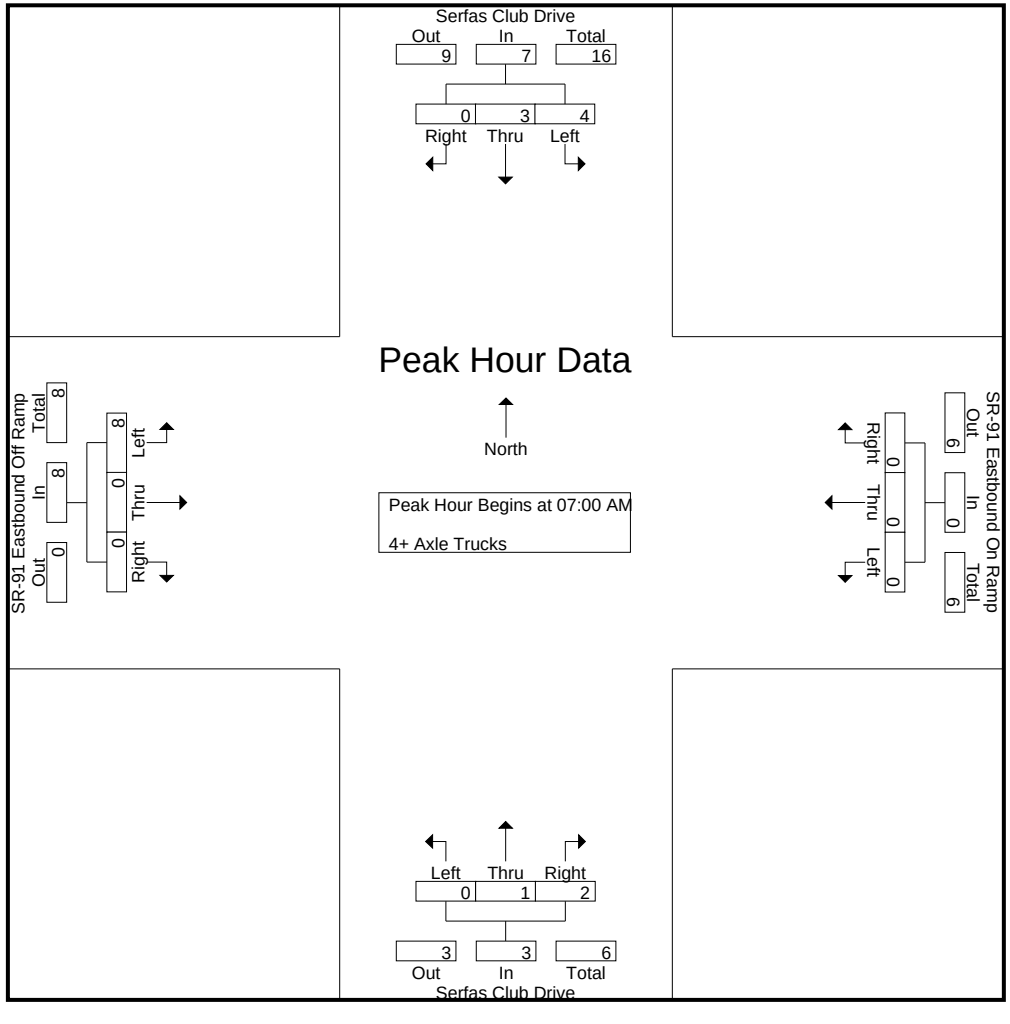
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	4
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	6	6
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	4	4
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	4
Total	4	3	0	0	7	0	0	0	0	0	0	1	2	0	3	8	0	0	0	8	0	18	18
08:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	3
08:15 AM	5	0	0	0	5	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	9	9
08:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	7	7
08:45 AM	3	1	0	0	4	0	0	0	0	0	0	1	1	1	2	3	0	0	0	3	1	9	10
Total	13	1	0	0	14	0	0	0	0	0	0	1	2	1	3	11	0	0	0	11	1	28	29
Grand Total	17	4	0	0	21	0	0	0	0	0	0	2	4	1	6	19	0	0	0	19	1	46	47
Apprch %	81	19	0			0	0	0			0	33.3	66.7			100	0	0					
Total %	37	8.7	0		45.7	0	0	0		0	0	4.3	8.7		13	41.3	0	0		41.3	2.1	97.9	

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	**1**	0	**3**	0	0	0	0	0	0	0	0	1	0	0	1	4
07:15 AM	0	1	0	1	0	0	0	0	0	**1**	**2**	**3**	2	0	0	2	**6**
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	**3**	0	0	**3**	4
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
Total Volume	4	3	0	7	0	0	0	0	0	1	2	3	8	0	0	8	18
% App. Total	57.1	42.9	0		0	0	0		0	33.3	66.7		100	0	0		
PHF	.500	.750	.000	.583	.000	.000	.000	.000	.000	.250	.250	.250	.667	.000	.000	.667	.750

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City of Corona
N/S: Serfas Club Drive
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Weather: Clear

File Name : 03_COR_SC_91E AM
Site Code : 05123322
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	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 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.	**2**	**1**	0	**3**	0	0	0	0	0	0	0	0	1	0	0	1	
+15 mins.	0	1	0	1	0	0	0	0	0	**1**	**2**	**3**	2	0	0	2	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	**3**	0	0	**3**	
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	
Total Volume	4	3	0	7	0	0	0	0	0	1	2	3	8	0	0	8	
% App. Total	57.1	42.9	0		0	0	0		0	33.3	66.7		100	0	0		
PHF	.500	.750	.000	.583	.000	.000	.000	.000	.000	.250	.250	.250	.667	.000	.000	.667	

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

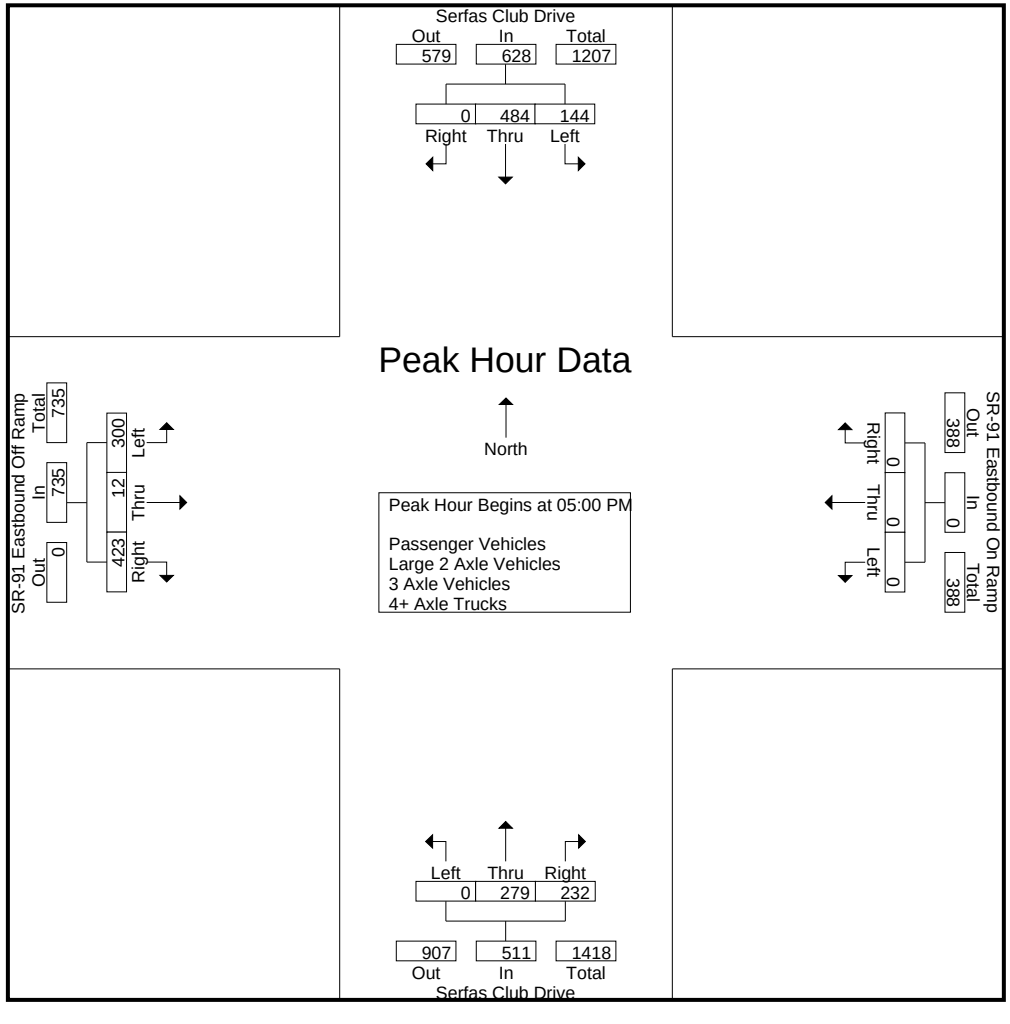
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	39	121	0	0	160	0	0	0	0	0	0	61	56	17	117	39	2	98	54	139	71	416	487
04:15 PM	37	103	0	0	140	0	0	0	0	0	0	57	47	19	104	58	3	113	71	174	90	418	508
04:30 PM	62	125	0	0	187	0	0	0	0	0	0	61	49	20	110	41	0	114	72	155	92	452	544
04:45 PM	27	111	0	0	138	0	0	0	0	0	0	49	33	6	82	45	6	128	71	179	77	399	476
Total	165	460	0	0	625	0	0	0	0	0	0	228	185	62	413	183	11	453	268	647	330	1685	2015
05:00 PM	49	123	0	0	172	0	0	0	0	0	0	82	54	9	136	70	1	128	71	199	80	507	587
05:15 PM	32	134	0	0	166	0	0	0	0	0	0	62	53	17	115	77	5	103	57	185	74	466	540
05:30 PM	32	118	0	0	150	0	0	0	0	0	0	75	67	14	142	76	4	96	58	176	72	468	540
05:45 PM	31	109	0	0	140	0	0	0	0	0	0	60	58	12	118	77	2	96	52	175	64	433	497
Total	144	484	0	0	628	0	0	0	0	0	0	279	232	52	511	300	12	423	238	735	290	1874	2164
Grand Total	309	944	0	0	1253	0	0	0	0	0	0	507	417	114	924	483	23	876	506	1382	620	3559	4179
Apprch %	24.7	75.3	0			0	0	0			0	54.9	45.1			34.9	1.7	63.4					
Total %	8.7	26.5	0		35.2	0	0	0		0	0	14.2	11.7		26	13.6	0.6	24.6		38.8	14.8	85.2	
Passenger Vehicles	293	935	0		1228	0	0	0		0	0	489	403		1000	441	21	855		1810	0	0	4038
% Passenger Vehicles	94.8	99	0	0	98	0	0	0	0	0	0	96.4	96.6	94.7	96.3	91.3	91.3	97.6	97.4	95.9	0	0	96.6
Large 2 Axle Vehicles	6	3	0		9	0	0	0		0	0	11	7		22	36	1	19		68	0	0	99
% Large 2 Axle Vehicles	1.9	0.3	0	0	0.7	0	0	0	0	0	0	2.2	1.7	3.5	2.1	7.5	4.3	2.2	2.4	3.6	0	0	2.4
3 Axle Vehicles	4	2	0		6	0	0	0		0	0	2	2		5	2	0	1		3	0	0	14
% 3 Axle Vehicles	1.3	0.2	0	0	0.5	0	0	0	0	0	0	0.4	0.5	0.9	0.5	0.4	0	0.1	0	0.2	0	0	0.3
4+ Axle Trucks	6	4	0		10	0	0	0		0	0	5	5		11	4	1	1		7	0	0	28
% 4+ Axle Trucks	1.9	0.4	0	0	0.8	0	0	0	0	0	0	1	1.2	0.9	1.1	0.8	4.3	0.1	0.2	0.4	0	0	0.7

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 05:00 PM																	
05:00 PM	**49**	123	0	**172**	0	0	0	0	0	**82**	54	136	70	1	**128**	**199**	**507**
05:15 PM	32	**134**	0	166	0	0	0	0	0	62	53	115	**77**	**5**	103	185	466
05:30 PM	32	118	0	150	0	0	0	0	0	75	**67**	**142**	76	4	96	176	468
05:45 PM	31	109	0	140	0	0	0	0	0	60	58	118	77	2	96	175	433
Total Volume	144	484	0	628	0	0	0	0	0	279	232	511	300	12	423	735	1874
% App. Total	22.9	77.1	0		0	0	0		0	54.6	45.4		40.8	1.6	57.6		
PHF	.735	.903	.000	.913	.000	.000	.000	.000	.000	.851	.866	.900	.974	.600	.826	.923	.924

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City of Corona
N/S: Serfas Club Drive
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File Name : 03_COR_SC_91E PM
Site Code : 05123322
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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
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				05:00 PM				04:45 PM				
+0 mins.	**62**	125	0	**187**	0	0	0	0	0	**82**	54	136	45	**6**	**128**	179	
+15 mins.	27	111	0	138	0	0	0	0	0	62	53	115	70	1	128	**199**	
+30 mins.	49	123	0	172	0	0	0	0	0	75	**67**	**142**	**77**	5	103	185	
+45 mins.	32	**134**	0	166	0	0	0	0	0	60	58	118	76	4	96	176	
Total Volume	170	493	0	663	0	0	0	0	0	279	232	511	268	16	455	739	
% App. Total	25.6	74.4	0		0	0	0		0	54.6	45.4		36.3	2.2	61.6		
PHF	.685	.920	.000	.886	.000	.000	.000	.000	.000	.851	.866	.900	.870	.667	.889	.928	

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Groups Printed- Passenger Vehicles

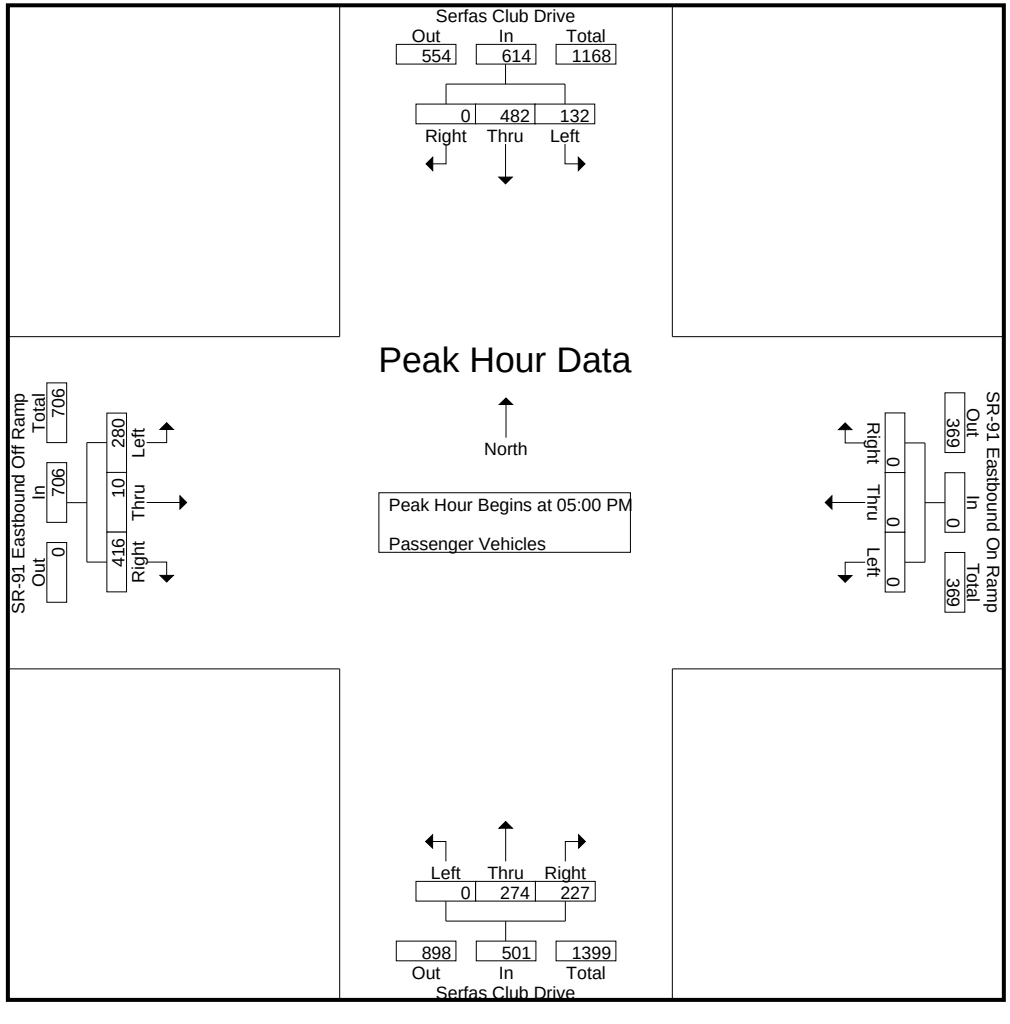
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	38	119	0	0	157	0	0	0	0	0	0	56	55	16	111	37	2	95	51	134	67	402	469
04:15 PM	35	102	0	0	137	0	0	0	0	0	0	52	44	18	96	47	3	106	67	156	85	389	474
04:30 PM	61	122	0	0	183	0	0	0	0	0	0	59	46	18	105	38	0	114	72	152	90	440	530
04:45 PM	27	110	0	0	137	0	0	0	0	0	0	48	31	6	79	39	6	124	68	169	74	385	459
Total	161	453	0	0	614	0	0	0	0	0	0	215	176	58	391	161	11	439	258	611	316	1616	1932
05:00 PM	47	122	0	0	169	0	0	0	0	0	0	82	52	8	134	64	1	125	68	190	76	493	569
05:15 PM	28	134	0	0	162	0	0	0	0	0	0	59	53	17	112	70	3	101	57	174	74	448	522
05:30 PM	29	117	0	0	146	0	0	0	0	0	0	73	65	13	138	71	4	94	58	169	71	453	524
05:45 PM	28	109	0	0	137	0	0	0	0	0	0	60	57	12	117	75	2	96	52	173	64	427	491
Total	132	482	0	0	614	0	0	0	0	0	0	274	227	50	501	280	10	416	235	706	285	1821	2106
Grand Total	293	935	0	0	1228	0	0	0	0	0	0	489	403	108	892	441	21	855	493	1317	601	3437	4038
Apprch %	23.9	76.1	0			0	0	0			0	54.8	45.2			33.5	1.6	64.9					
Total %	8.5	27.2	0		35.7	0	0	0		0	0	14.2	11.7		26	12.8	0.6	24.9		38.3	14.9	85.1	

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**47**	122	0	**169**	0	0	0	0	0	**82**	52	134	64	1	**125**	**190**	**493**
05:15 PM	28	**134**	0	162	0	0	0	0	0	59	53	112	70	3	101	174	448
05:30 PM	29	117	0	146	0	0	0	0	0	73	**65**	**138**	71	**4**	94	169	453
05:45 PM	28	109	0	137	0	0	0	0	0	60	57	117	**75**	2	96	173	427
Total Volume	132	482	0	614	0	0	0	0	0	274	227	501	280	10	416	706	1821
% App. Total	21.5	78.5	0		0	0	0		0	54.7	45.3		39.7	1.4	58.9		
PHF	.702	.899	.000	.908	.000	.000	.000	.000	.000	.835	.873	.908	.933	.625	.832	.929	.923

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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
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	**47**	122	0	**169**	0	0	0	0	0	**82**	52	134	64	1	**125**	**190**	
+15 mins.	28	**134**	0	162	0	0	0	0	0	59	53	112	70	3	101	174	
+30 mins.	29	117	0	146	0	0	0	0	0	73	**65**	**138**	71	**4**	94	169	
+45 mins.	28	109	0	137	0	0	0	0	0	60	57	117	**75**	2	96	173	
Total Volume	132	482	0	614	0	0	0	0	0	274	227	501	280	10	416	706	
% App. Total	21.5	78.5	0		0	0	0		0	54.7	45.3		39.7	1.4	58.9		
PHF	.702	.899	.000	.908	.000	.000	.000	.000	.000	.835	.873	.908	.933	.625	.832	.929	

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Groups Printed- Large 2 Axle Vehicles

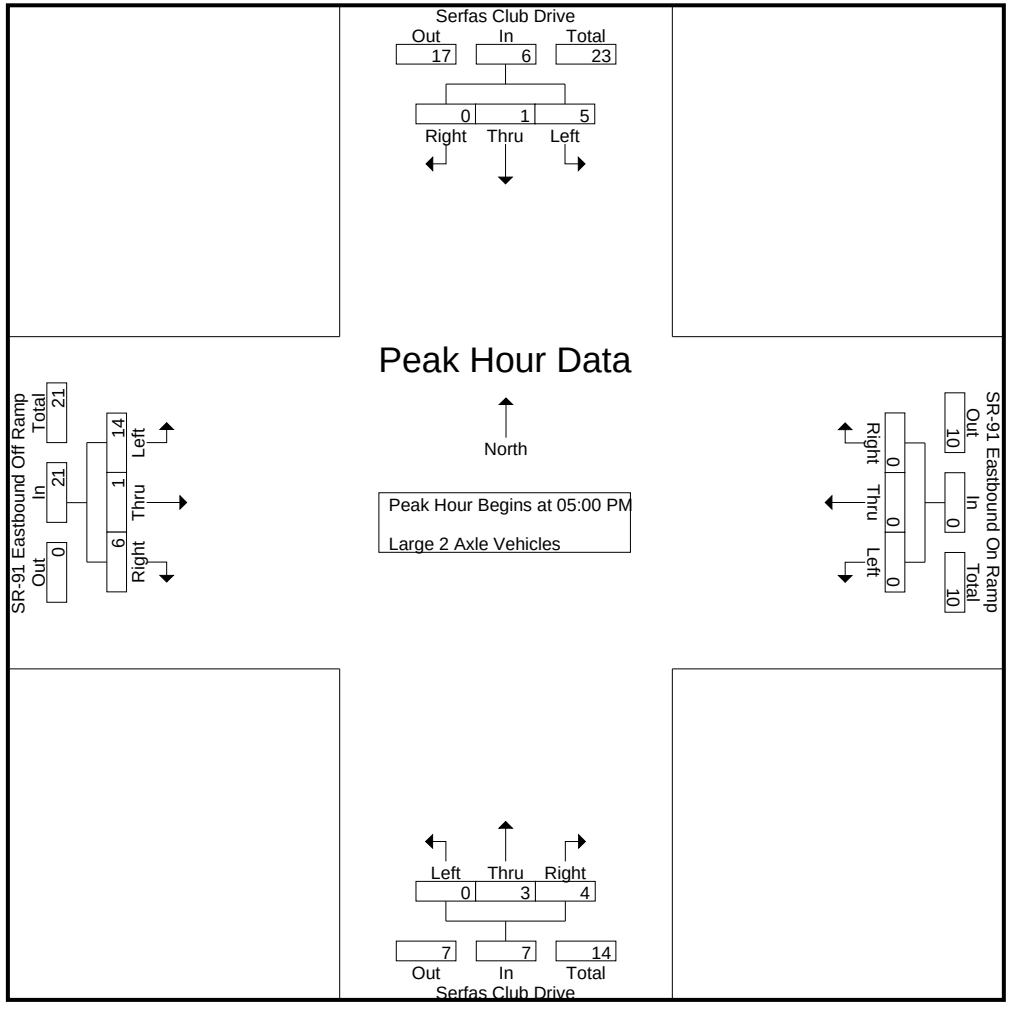
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	2	0	3	3	5	3	10	13
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	3	2	1	5	11	0	6	3	17	4	23	27
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	1	2	3	0	0	0	3	1	6	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4	3	10	3	10	13
Total	1	2	0	0	3	0	0	0	0	0	0	8	3	2	11	22	0	13	9	35	11	49	60
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	1	1	4	0	3	3	7	4	9	13
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	5	1	2	0	8	0	11	11
05:30 PM	3	1	0	0	4	0	0	0	0	0	0	1	2	1	3	3	0	1	0	4	1	11	12
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	3	3
Total	5	1	0	0	6	0	0	0	0	0	0	3	4	2	7	14	1	6	3	21	5	34	39
Grand Total	6	3	0	0	9	0	0	0	0	0	0	11	7	4	18	36	1	19	12	56	16	83	99
Apprch %	66.7	33.3	0			0	0	0			0	61.1	38.9			64.3	1.8	33.9					
Total %	7.2	3.6	0		10.8	0	0	0		0	0	13.3	8.4		21.7	43.4	1.2	22.9		67.5	16.2	83.8	

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	0	1	0	0	0	0	0	0	1	1	4	0	**3**	7	9
05:15 PM	1	0	0	1	0	0	0	0	0	**2**	0	2	**5**	**1**	2	**8**	**11**
05:30 PM	**3**	**1**	0	**4**	0	0	0	0	0	1	**2**	**3**	3	0	1	4	11
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	3
Total Volume	5	1	0	6	0	0	0	0	0	3	4	7	14	1	6	21	34
% App. Total	83.3	16.7	0		0	0	0		0	42.9	57.1		66.7	4.8	28.6		
PHF	.417	.250	.000	.375	.000	.000	.000	.000	.000	.375	.500	.583	.700	.250	.500	.656	.773

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

City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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

City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E PM
Site Code : 05123322
Start Date : 4/11/2023

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	1	0	0	1	0	0	0	0	0	0	1	1	4	0	**3**	7	
+15 mins.	1	0	0	1	0	0	0	0	0	**2**	0	2	**5**	**1**	2	**8**	
+30 mins.	**3**	**1**	0	**4**	0	0	0	0	0	1	**2**	**3**	3	0	1	4	
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	
Total Volume	5	1	0	6	0	0	0	0	0	3	4	7	14	1	6	21	
% App. Total	83.3	16.7	0		0	0	0		0	42.9	57.1		66.7	4.8	28.6		
PHF	.417	.250	.000	.375	.000	.000	.000	.000	.000	.375	.500	.583	.700	.250	.500	.656	

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City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

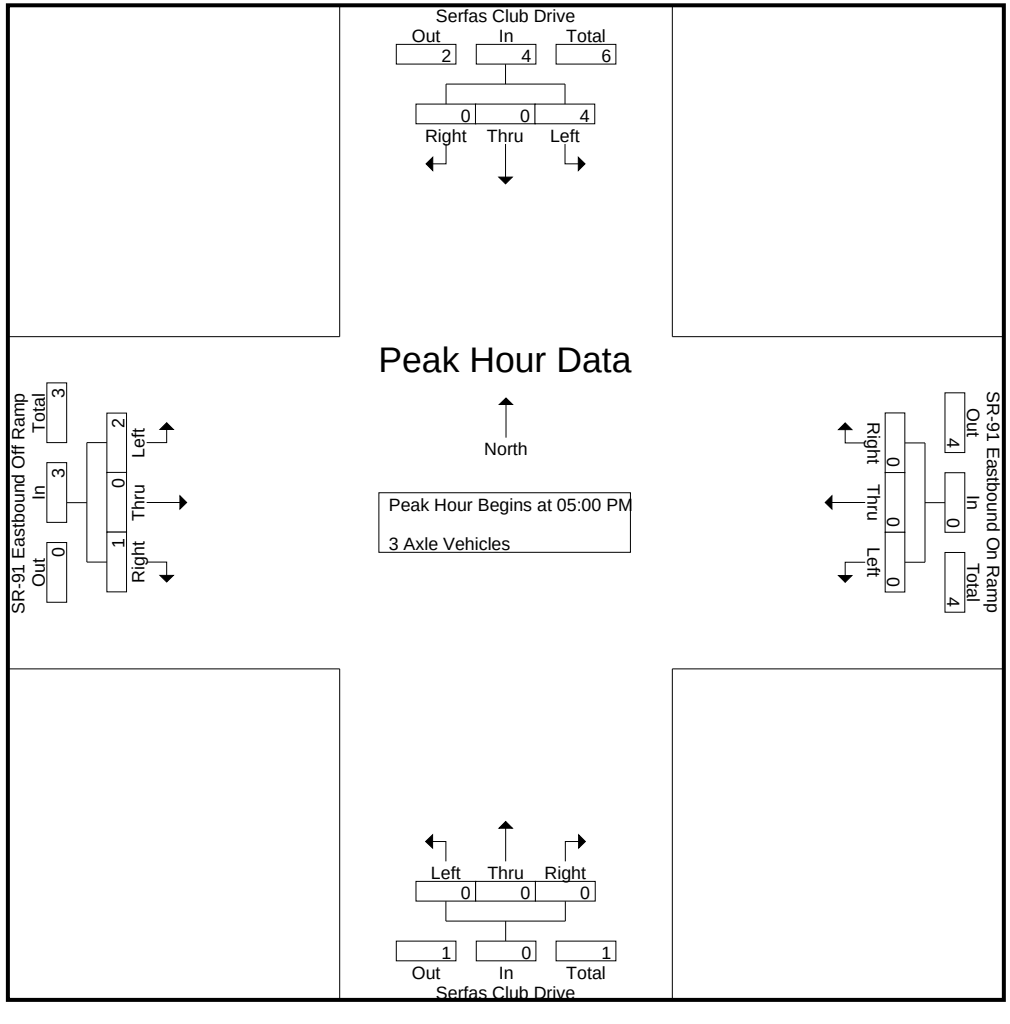
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	1	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	2	2	1	4	0	0	0	0	0	1	6	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	2
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	7	7
Grand Total	4	2	0	0	6	0	0	0	0	0	0	2	2	1	4	2	0	1	0	3	1	13	14
Apprch %	66.7	33.3	0			0	0	0			0	50	50			66.7	0	33.3					
Total %	30.8	15.4	0		46.2	0	0	0		0	0	15.4	15.4		30.8	15.4	0	7.7		23.1	7.1	92.9	

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
05:15 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	**1**	**2**	2
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	4	0	0	4	0	0	0	0	0	0	0	0	2	0	1	3	7
% App. Total	100	0	0		0	0	0		0	0	0		66.7	0	33.3		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.250	.375	.875

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

City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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(951)268-6268

City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E PM
Site Code : 05123322
Start Date : 4/11/2023

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	
+15 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	**1**	**2**	
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	4	0	0	4	0	0	0	0	0	0	0	0	2	0	1	3	
% App. Total	100	0	0		0	0	0		0	0	0		66.7	0	33.3		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.250	.375	

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City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

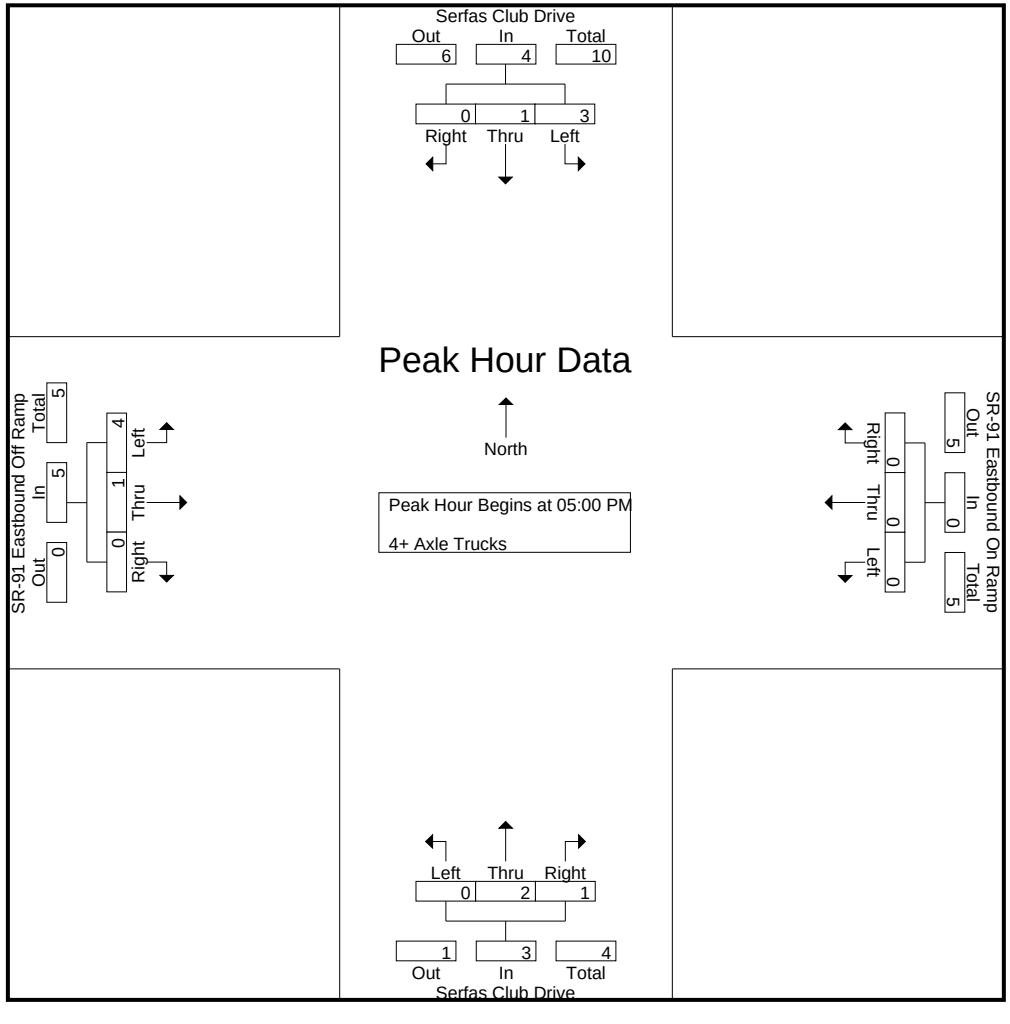
	Serfas Club Drive Southbound					SR-91 Eastbound On Ramp Westbound					Serfas Club Drive Northbound					SR-91 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	1	4	5
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	1	1	1	1	4	5
04:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	3
Total	3	3	0	0	6	0	0	0	0	0	0	3	4	1	7	0	0	1	1	1	2	14	16
05:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	4	4
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	0	5	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	3	1	0	0	4	0	0	0	0	0	0	2	1	0	3	4	1	0	0	5	0	12	12
Grand Total	6	4	0	0	10	0	0	0	0	0	0	5	5	1	10	4	1	1	1	6	2	26	28
Apprch %	60	40	0			0	0	0			0	50	50			66.7	16.7	16.7					
Total %	23.1	15.4	0		38.5	0	0	0		0	0	19.2	19.2		38.5	15.4	3.8	3.8		23.1	7.1	92.9	

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	**1**	0	**2**	0	0	0	0	0	0	**1**	**1**	1	0	0	1	4
05:15 PM	1	0	0	1	0	0	0	0	0	**1**	0	1	**2**	**1**	0	**3**	**5**
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	1	0	4	0	0	0	0	0	2	1	3	4	1	0	5	12
% App. Total	75	25	0		0	0	0		0	66.7	33.3		80	20	0		
PHF	.750	.250	.000	.500	.000	.000	.000	.000	.000	.500	.250	.750	.500	.250	.000	.417	.600

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

City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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

City of Corona
N/S: Serfas Club Drive
E/W: SR-91 Eastbound Ramps
Weather: Clear

File Name : 03_COR_SC_91E PM
Site Code : 05123322
Start Date : 4/11/2023

	Serfas Club Drive Southbound				SR-91 Eastbound On Ramp Westbound				Serfas Club Drive Northbound				SR-91 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	**1**	**1**	1	0	0	1	
+15 mins.	1	0	0	1	0	0	0	0	0	**1**	0	1	**2**	**1**	0	**3**	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	3	1	0	4	0	0	0	0	0	2	1	3	4	1	0	5	
% App. Total	75	25	0		0	0	0		0	66.7	33.3		80	20	0		
PHF	.750	.250	.000	.500	.000	.000	.000	.000	.000	.500	.250	.750	.500	.250	.000	.417	

Location: Corona
N/S: Serfas Club Drive
E/W: SR-91 EB Ramps

Date: 4/11/2023
Day: Tuesday

PEDESTRIANS

	North Leg Serfas Club Drive	East Leg SR-91 EB Ramps	South Leg Serfas Club Drive	West Leg SR-91 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	1	2
7:15 AM	0	0	0	2	2
7:30 AM	0	1	0	0	1
7:45 AM	0	1	1	1	3
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	3	1	4	8

	North Leg Serfas Club Drive	East Leg SR-91 EB Ramps	South Leg Serfas Club Drive	West Leg SR-91 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	1	0	2	3
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	2	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	4	5

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PO Box 1178
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951-268-6268

Location: Corona
N/S: Serfas Club Drive
E/W: SR-91 EB Ramps

Date: 4/11/2023
Day: Tuesday

BICYCLES

	Southbound Serfas Club Drive			Westbound SR-91 EB Ramps			Northbound Serfas Club Drive			Eastbound SR-91 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	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	1	0	0	0	0	1
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	0	0	0	0	1	0	0	0	0	4

	Southbound Serfas Club Drive			Westbound SR-91 EB Ramps			Northbound Serfas Club Drive			Eastbound SR-91 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	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	1

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Corona, CA 92878
(951)268-6268

City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

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

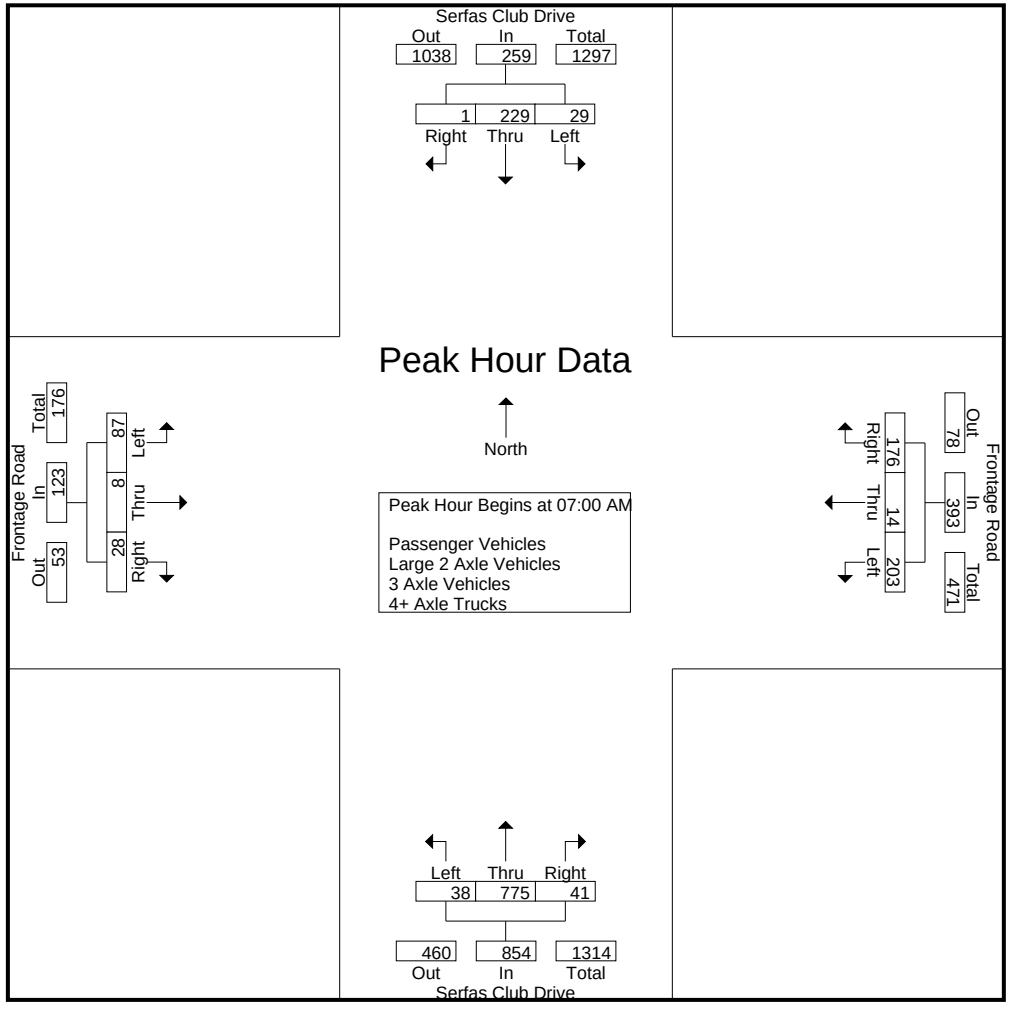
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	44	0	0	55	41	5	56	39	102	8	223	7	0	238	19	2	5	1	26	40	421	461
07:15 AM	8	59	0	0	67	47	1	55	43	103	9	192	10	0	211	26	2	3	2	31	45	412	457
07:30 AM	2	61	0	0	63	61	4	35	24	100	15	182	9	0	206	26	1	7	3	34	27	403	430
07:45 AM	8	65	1	0	74	54	4	30	21	88	6	178	15	0	199	16	3	13	4	32	25	393	418
Total	29	229	1	0	259	203	14	176	127	393	38	775	41	0	854	87	8	28	10	123	137	1629	1766
08:00 AM	5	61	1	0	67	54	6	26	20	86	12	143	33	0	188	24	1	8	5	33	25	374	399
08:15 AM	4	62	0	0	66	63	2	13	7	78	11	128	26	0	165	15	4	6	3	25	10	334	344
08:30 AM	8	94	1	1	103	31	3	9	6	43	12	125	19	0	156	35	3	4	0	42	7	344	351
08:45 AM	10	78	1	0	89	26	2	21	18	49	7	121	8	1	136	30	3	9	2	42	21	316	337
Total	27	295	3	1	325	174	13	69	51	256	42	517	86	1	645	104	11	27	10	142	63	1368	1431
Grand Total	56	524	4	1	584	377	27	245	178	649	80	1292	127	1	1499	191	19	55	20	265	200	2997	3197
Apprch %	9.6	89.7	0.7			58.1	4.2	37.8			5.3	86.2	8.5			72.1	7.2	20.8					
Total %	1.9	17.5	0.1		19.5	12.6	0.9	8.2		21.7	2.7	43.1	4.2		50	6.4	0.6	1.8		8.8	6.3	93.7	
Passenger Vehicles	53	507	4		565	372	27	241		814	80	1280	124		1484	173	18	53		263	0	0	3126
% Passenger Vehicles	94.6	96.8	100	100	96.6	98.7	100	98.4	97.8	98.4	100	99.1	97.6	0	98.9	90.6	94.7	96.4	95	92.3	0	0	97.8
Large 2 Axle Vehicles	3	13	0		16	4	0	3		10	0	9	3		13	17	1	2		21	0	0	60
% Large 2 Axle Vehicles	5.4	2.5	0	0	2.7	1.1	0	1.2	1.7	1.2	0	0.7	2.4	100	0.9	8.9	5.3	3.6	5	7.4	0	0	1.9
3 Axle Vehicles	0	1	0		1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1
% 3 Axle Vehicles	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	3	0		3	1	0	1		3	0	3	0		3	1	0	0		1	0	0	10
% 4+ Axle Trucks	0	0.6	0	0	0.5	0.3	0	0.4	0.6	0.4	0	0.2	0	0	0.2	0.5	0	0	0	0.4	0	0	0.3

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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	**11**	44	0	55	41	**5**	**56**	102	8	**223**	7	**238**	19	2	5	26	**421**
07:15 AM	8	59	0	67	47	1	55	**103**	9	192	10	211	**26**	2	3	31	412
07:30 AM	2	61	0	63	**61**	4	35	100	**15**	182	9	206	26	1	7	**34**	403
07:45 AM	8	**65**	**1**	**74**	54	4	30	88	6	178	**15**	199	16	**3**	**13**	32	393
Total Volume	29	229	1	259	203	14	176	393	38	775	41	854	87	8	28	123	1629
% App. Total	11.2	88.4	0.4		51.7	3.6	44.8		4.4	90.7	4.8		70.7	6.5	22.8		
PHF	.659	.881	.250	.875	.832	.700	.786	.954	.633	.869	.683	.897	.837	.667	.538	.904	.967

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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro AM
Site Code : 05123322
Start Date : 4/11/2023
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City of Corona
N/S: Serfas Club Drive
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File Name : 04_COR_SC_Fro AM
Site Code : 05123322
Start Date : 4/11/2023

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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				07:00 AM				07:00 AM				08:00 AM				
+0 mins.	5	61	**1**	67	41	**5**	**56**	102	8	**223**	7	**238**	24	1	8	33	
+15 mins.	4	62	0	66	47	1	55	**103**	9	192	10	211	15	**4**	6	25	
+30 mins.	8	**94**	1	**103**	**61**	4	35	100	**15**	182	9	206	**35**	3	4	**42**	
+45 mins.	**10**	78	1	89	54	4	30	88	6	178	**15**	199	30	3	**9**	42	
Total Volume	27	295	3	325	203	14	176	393	38	775	41	854	104	11	27	142	
% App. Total	8.3	90.8	0.9		51.7	3.6	44.8		4.4	90.7	4.8		73.2	7.7	19		
PHF	.675	.785	.750	.789	.832	.700	.786	.954	.633	.869	.683	.897	.743	.688	.750	.845	

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File Name : 04_COR_SC_Fro AM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- Passenger Vehicles

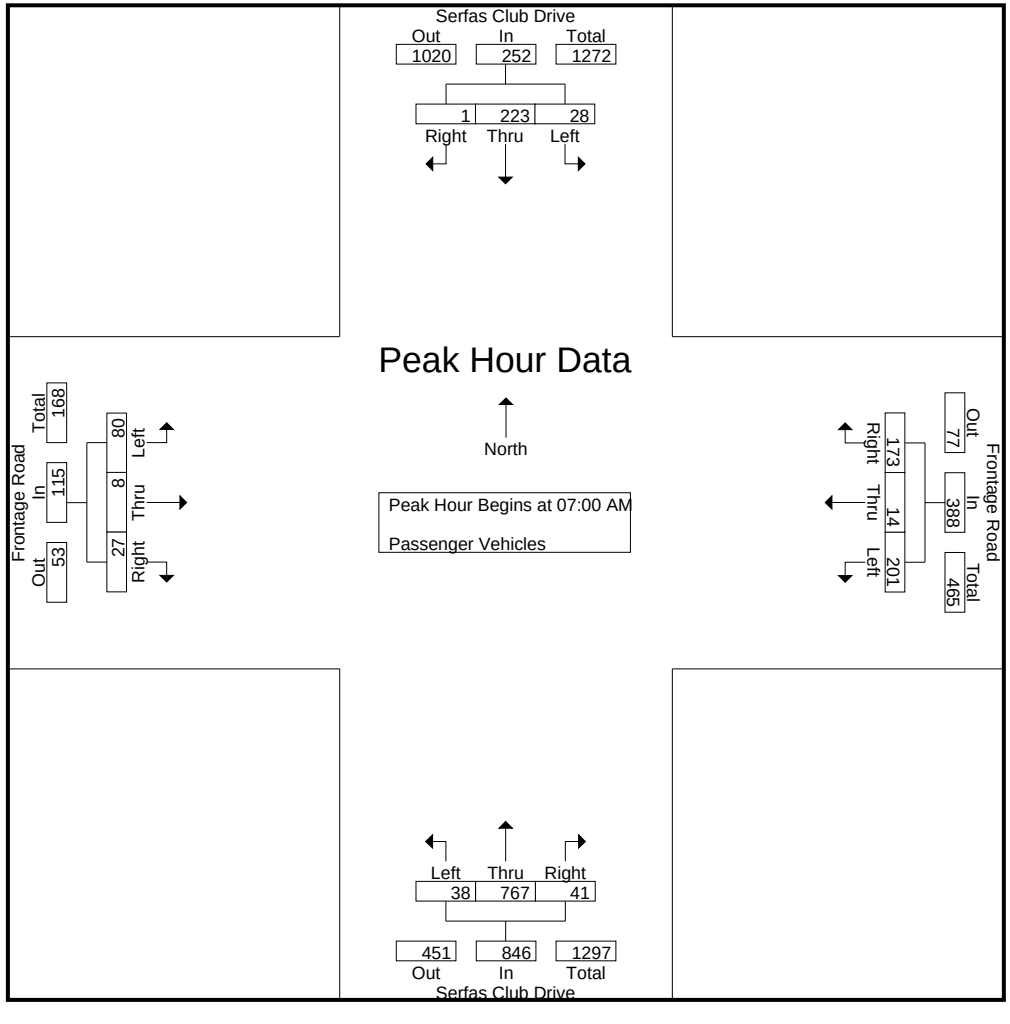
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	41	0	0	52	40	5	56	39	101	8	221	7	0	236	18	2	5	1	25	40	414	454
07:15 AM	8	58	0	0	66	47	1	54	42	102	9	190	10	0	209	23	2	3	2	28	44	405	449
07:30 AM	1	61	0	0	62	61	4	34	23	99	15	180	9	0	204	24	1	6	3	31	26	396	422
07:45 AM	8	63	1	0	72	53	4	29	20	86	6	176	15	0	197	15	3	13	4	31	24	386	410
Total	28	223	1	0	252	201	14	173	124	388	38	767	41	0	846	80	8	27	10	115	134	1601	1735
08:00 AM	4	59	1	0	64	53	6	26	20	85	12	143	33	0	188	24	1	7	4	32	24	369	393
08:15 AM	4	60	0	0	64	63	2	12	6	77	11	128	24	0	163	12	3	6	3	21	9	325	334
08:30 AM	7	92	1	1	100	31	3	9	6	43	12	124	19	0	155	29	3	4	0	36	7	334	341
08:45 AM	10	73	1	0	84	24	2	21	18	47	7	118	7	0	132	28	3	9	2	40	20	303	323
Total	25	284	3	1	312	171	13	68	50	252	42	513	83	0	638	93	10	26	9	129	60	1331	1391
Grand Total	53	507	4	1	564	372	27	241	174	640	80	1280	124	0	1484	173	18	53	19	244	194	2932	3126
Apprch %	9.4	89.9	0.7			58.1	4.2	37.7			5.4	86.3	8.4			70.9	7.4	21.7					
Total %	1.8	17.3	0.1		19.2	12.7	0.9	8.2		21.8	2.7	43.7	4.2		50.6	5.9	0.6	1.8		8.3	6.2	93.8	

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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	**11**	41	0	52	40	**5**	**56**	101	8	**221**	7	**236**	18	2	5	25	**414**
07:15 AM	8	58	0	66	47	1	54	**102**	9	190	10	209	23	2	3	28	405
07:30 AM	1	61	0	62	**61**	4	34	99	**15**	180	9	204	**24**	1	6	**31**	396
07:45 AM	8	**63**	**1**	**72**	53	4	29	86	6	176	**15**	197	15	**3**	**13**	31	386
Total Volume	28	223	1	252	201	14	173	388	38	767	41	846	80	8	27	115	1601
% App. Total	11.1	88.5	0.4		51.8	3.6	44.6		4.5	90.7	4.8		69.6	7	23.5		
PHF	.636	.885	.250	.875	.824	.700	.772	.951	.633	.868	.683	.896	.833	.667	.519	.927	.967

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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro AM
Site Code : 05123322
Start Date : 4/11/2023
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Start Date : 4/11/2023

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**11**	41	0	52	40	**5**	**56**	101	8	**221**	7	**236**	18	2	5	25	
+15 mins.	8	58	0	66	47	1	54	**102**	9	190	10	209	23	2	3	28	
+30 mins.	1	61	0	62	**61**	4	34	99	**15**	180	9	204	**24**	1	6	**31**	
+45 mins.	8	**63**	**1**	**72**	53	4	29	86	6	176	**15**	197	15	**3**	**13**	31	
Total Volume	28	223	1	252	201	14	173	388	38	767	41	846	80	8	27	115	
% App. Total	11.1	88.5	0.4		51.8	3.6	44.6		4.5	90.7	4.8		69.6	7	23.5		
PHF	.636	.885	.250	.875	.824	.700	.772	.951	.633	.868	.683	.896	.833	.667	.519	.927	

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City of Corona
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File Name : 04_COR_SC_Fro AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

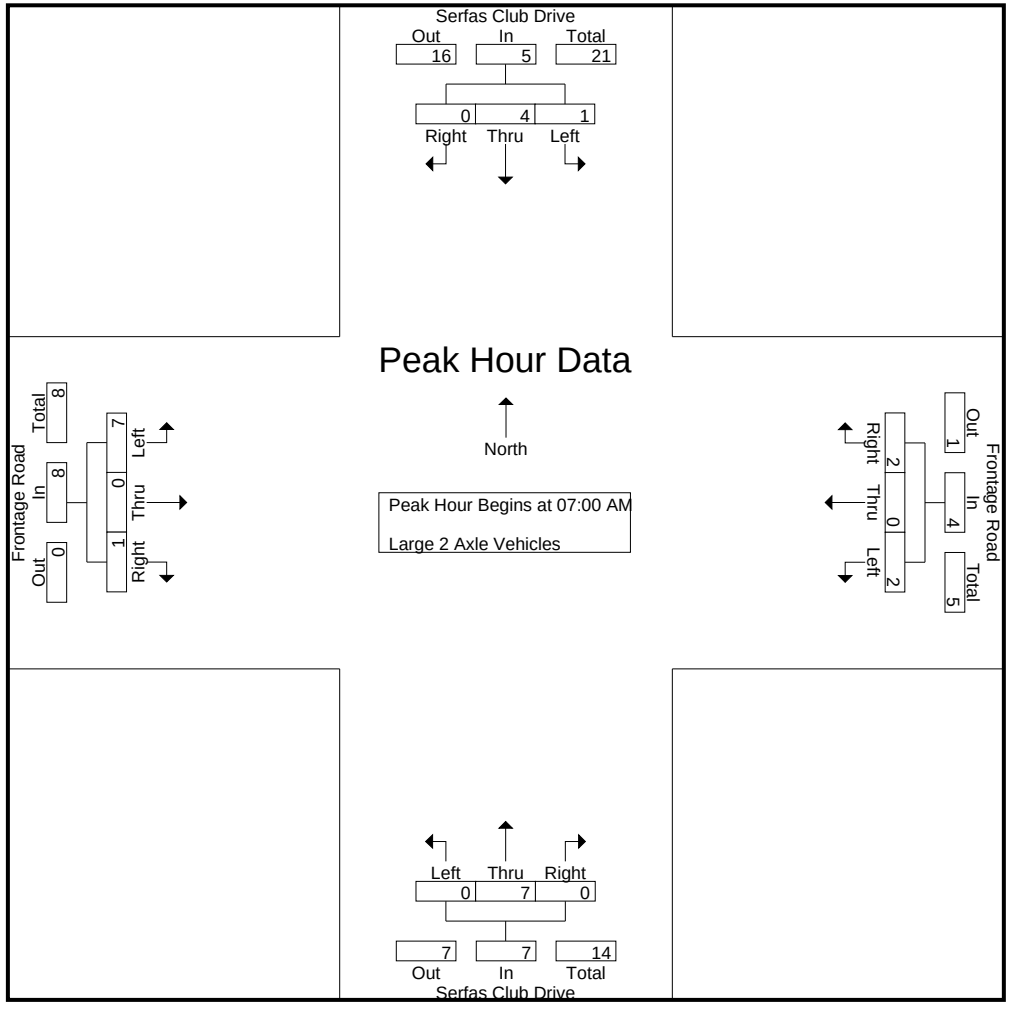
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	0	5	5
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	5	5
07:30 AM	1	0	0	0	1	0	0	1	1	1	0	2	0	0	2	2	0	1	0	3	1	7	8
07:45 AM	0	2	0	0	2	1	0	1	1	2	0	2	0	0	2	1	0	0	0	1	1	7	8
Total	1	4	0	0	5	2	0	2	2	4	0	7	0	0	7	7	0	1	0	8	2	24	26
08:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4	5
08:15 AM	0	2	0	0	2	0	0	1	1	1	0	0	2	0	2	2	1	0	0	3	1	8	9
08:30 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	6	0	0	0	6	0	10	10
08:45 AM	0	3	0	0	3	2	0	0	0	2	0	1	1	1	2	2	0	0	0	2	1	9	10
Total	2	9	0	0	11	2	0	1	1	3	0	2	3	1	5	10	1	1	1	12	3	31	34
Grand Total	3	13	0	0	16	4	0	3	3	7	0	9	3	1	12	17	1	2	1	20	5	55	60
Apprch %	18.8	81.2	0			57.1	0	42.9			0	75	25			85	5	10					
Total %	5.5	23.6	0		29.1	7.3	0	5.5		12.7	0	16.4	5.5		21.8	30.9	1.8	3.6		36.4	8.3	91.7	

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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	1	0	1	**1**	0	0	1	0	**2**	0	**2**	1	0	0	1	5
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	**3**	0	0	**3**	5
07:30 AM	**1**	0	0	1	0	0	**1**	1	0	2	0	2	2	0	**1**	3	**7**
07:45 AM	0	**2**	0	**2**	1	0	1	**2**	0	2	0	2	1	0	0	1	7
Total Volume	1	4	0	5	2	0	2	4	0	7	0	7	7	0	1	8	24
% App. Total	20	80	0		50	0	50		0	100	0		87.5	0	12.5		
PHF	.250	.500	.000	.625	.500	.000	.500	.500	.000	.875	.000	.875	.583	.000	.250	.667	.857

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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro AM
Site Code : 05123322
Start Date : 4/11/2023
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	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	0	1	**1**	0	0	1	0	**2**	0	**2**	1	0	0	1	
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	**3**	0	0	**3**	
+30 mins.	**1**	0	0	1	0	0	**1**	1	0	2	0	2	2	0	**1**	3	
+45 mins.	0	**2**	0	**2**	1	0	1	**2**	0	2	0	2	1	0	0	1	
Total Volume	1	4	0	5	2	0	2	4	0	7	0	7	7	0	1	8	
% App. Total	20	80	0		50	0	50		0	100	0		87.5	0	12.5		
PHF	.250	.500	.000	.625	.500	.000	.500	.500	.000	.875	.000	.875	.583	.000	.250	.667	

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File Name : 04_COR_SC_Fro AM
Site Code : 05123322
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Groups Printed- 3 Axle Vehicles

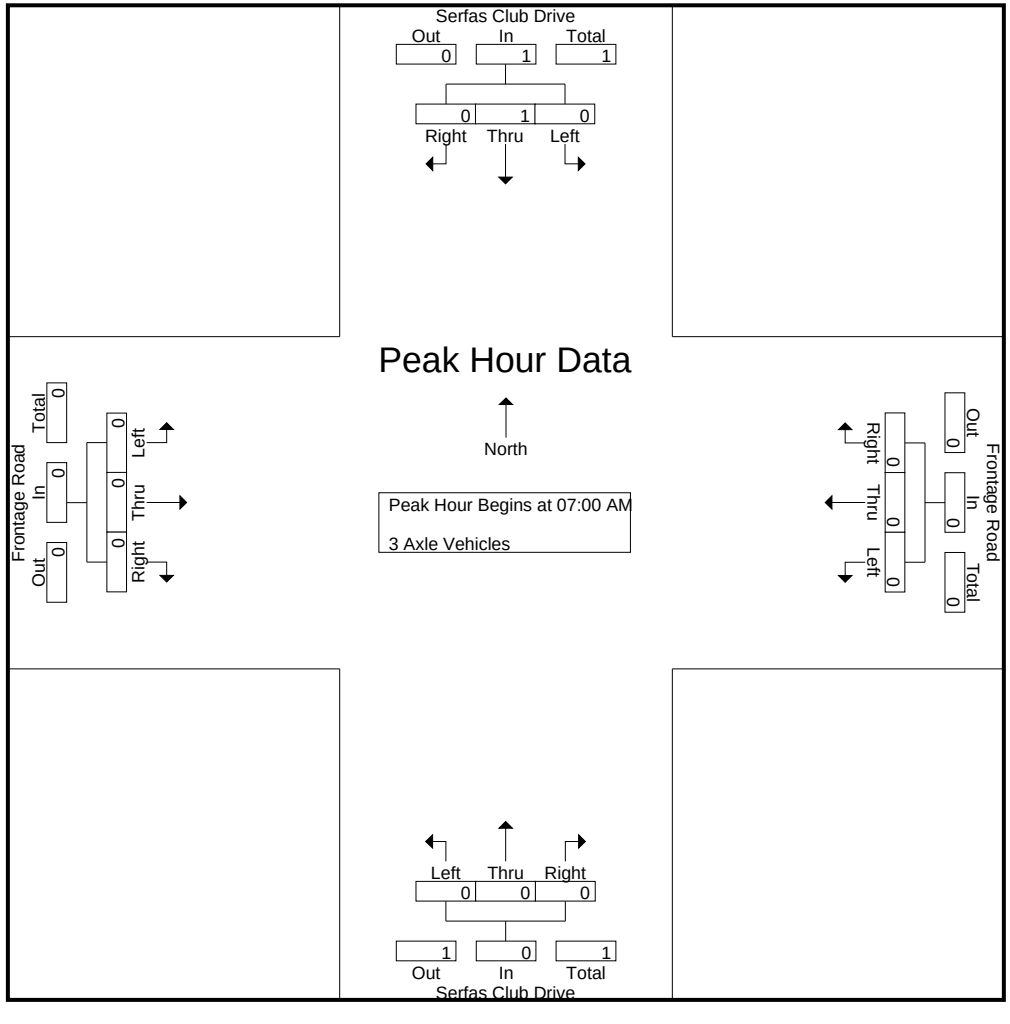
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	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	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	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Apprch %	0	100	0			0	0	0			0	0	0			0	0	0					
Total %	0	100	0		100	0	0	0		0	0	0	0		0	0	0	0		0	0	100	

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro AM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- 4+ Axle Trucks

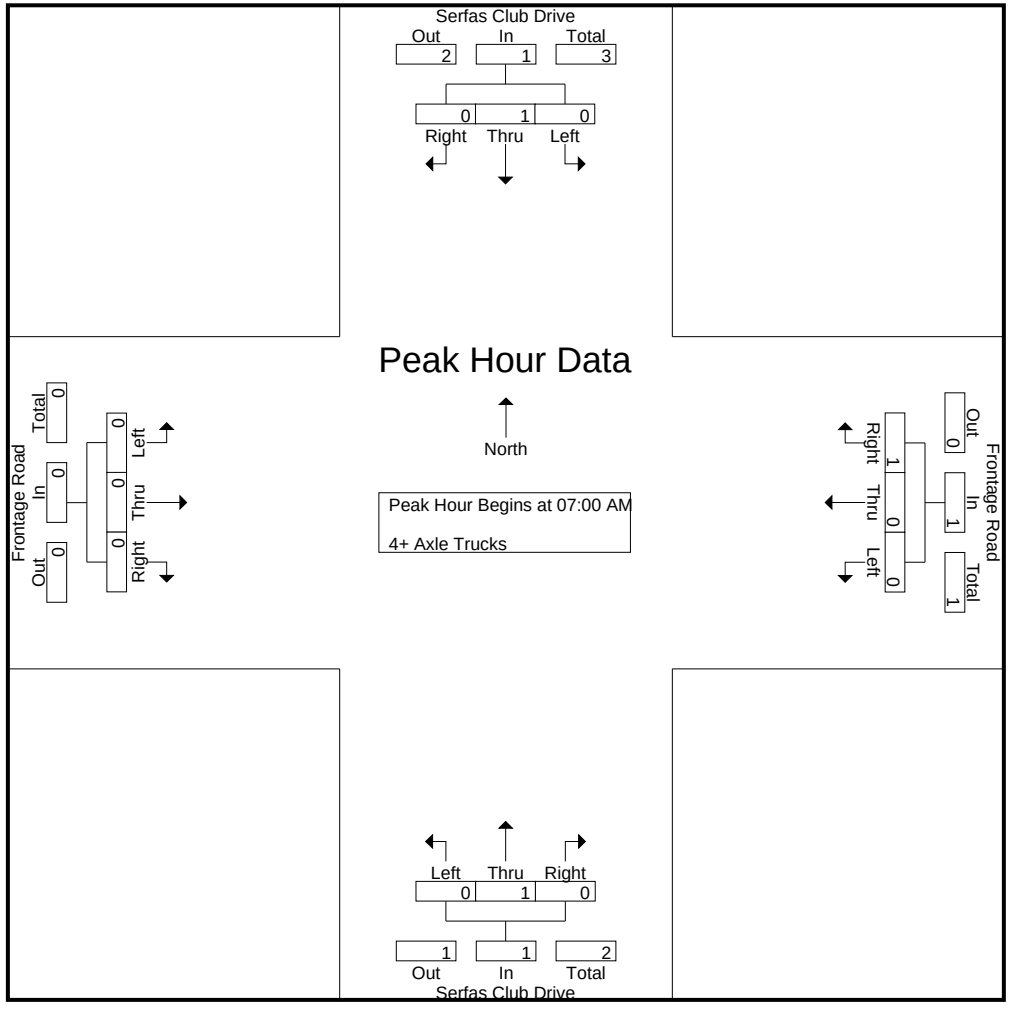
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	2	3
07:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	3	4
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
Total	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	0	6	6
Grand Total	0	3	0	0	3	1	0	1	1	2	0	3	0	0	3	1	0	0	0	1	1	9	10
Apprch %	0	100	0			50	0	50			0	100	0			100	0	0					
Total %	0	33.3	0		33.3	11.1	0	11.1		22.2	0	33.3	0		33.3	11.1	0	0		11.1	10	90	

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.375

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City of Corona
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File Name : 04_COR_SC_Fro AM
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	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	**1**	**1**	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	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	

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

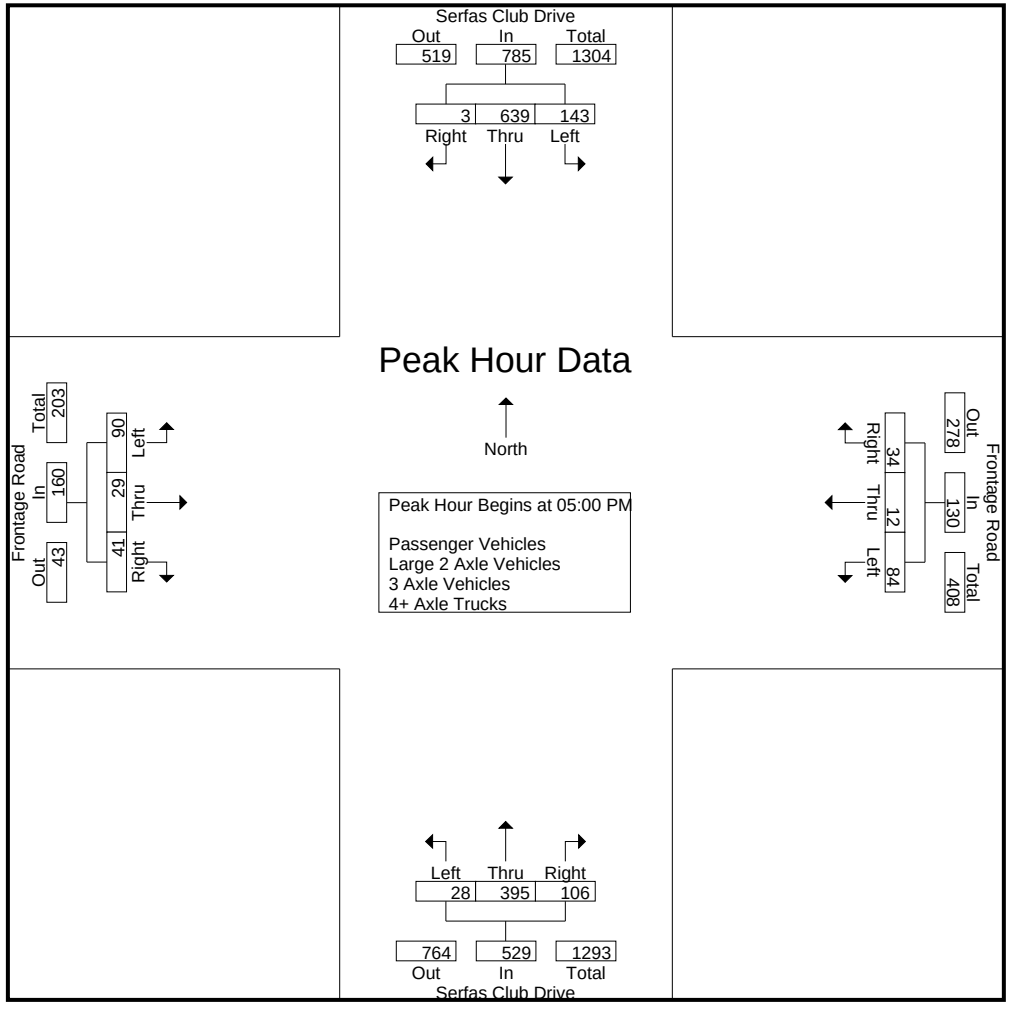
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	24	187	0	0	211	27	2	8	6	37	6	93	15	1	114	25	5	10	4	40	11	402	413
04:15 PM	26	163	0	0	189	12	4	12	12	28	7	71	22	0	100	16	3	6	3	25	15	342	357
04:30 PM	22	196	1	0	219	26	4	10	7	40	11	78	19	0	108	20	6	14	4	40	11	407	418
04:45 PM	29	180	0	0	209	27	1	4	2	32	4	68	19	0	91	14	2	3	2	19	4	351	355
Total	101	726	1	0	828	92	11	34	27	137	28	310	75	1	413	75	16	33	13	124	41	1502	1543
05:00 PM	40	176	0	0	216	15	2	9	5	26	5	102	18	1	125	23	6	13	0	42	6	409	415
05:15 PM	39	175	2	0	216	20	3	11	5	34	7	97	29	1	133	20	4	10	6	34	12	417	429
05:30 PM	26	148	1	0	175	24	3	7	2	34	8	106	29	0	143	28	7	7	2	42	4	394	398
05:45 PM	38	140	0	0	178	25	4	7	3	36	8	90	30	1	128	19	12	11	1	42	5	384	389
Total	143	639	3	0	785	84	12	34	15	130	28	395	106	3	529	90	29	41	9	160	27	1604	1631
Grand Total	244	1365	4	0	1613	176	23	68	42	267	56	705	181	4	942	165	45	74	22	284	68	3106	3174
Apprch %	15.1	84.6	0.2			65.9	8.6	25.5			5.9	74.8	19.2			58.1	15.8	26.1					
Total %	7.9	43.9	0.1		51.9	5.7	0.7	2.2		8.6	1.8	22.7	5.8		30.3	5.3	1.4	2.4		9.1	2.1	97.9	
Passenger Vehicles	237	1346	4		1587	174	23	64		301	55	688	174		921	157	45	73		296	0	0	3105
% Passenger Vehicles	97.1	98.6	100	0	98.4	98.9	100	94.1	95.2	97.4	98.2	97.6	96.1	100	97.4	95.2	100	98.6	95.5	96.7	0	0	97.8
Large 2 Axle Vehicles	6	16	0		22	2	0	4		8	1	8	6		15	6	0	1		8	0	0	53
% Large 2 Axle Vehicles	2.5	1.2	0	0	1.4	1.1	0	5.9	4.8	2.6	1.8	1.1	3.3	0	1.6	3.6	0	1.4	4.5	2.6	0	0	1.7
3 Axle Vehicles	1	1	0		2	0	0	0		0	0	2	1		3	1	0	0		1	0	0	6
% 3 Axle Vehicles	0.4	0.1	0	0	0.1	0	0	0	0	0	0	0.3	0.6	0	0.3	0.6	0	0	0	0.3	0	0	0.2
4+ Axle Trucks	0	2	0		2	0	0	0		0	0	7	0		7	1	0	0		1	0	0	10
% 4+ Axle Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	1	0	0	0.7	0.6	0	0	0	0.3	0	0	0.3

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 05:00 PM																	
05:00 PM	**40**	**176**	0	**216**	15	2	9	26	5	102	18	125	23	6	**13**	**42**	409
05:15 PM	39	175	**2**	216	20	3	**11**	34	7	97	29	133	20	4	10	34	**417**
05:30 PM	26	148	1	175	24	3	7	34	**8**	**106**	29	**143**	**28**	7	7	42	394
05:45 PM	38	140	0	178	**25**	**4**	7	**36**	8	90	**30**	128	19	**12**	11	42	384
Total Volume	143	639	3	785	84	12	34	130	28	395	106	529	90	29	41	160	1604
% App. Total	18.2	81.4	0.4		64.6	9.2	26.2		5.3	74.7	20		56.2	18.1	25.6		
PHF	.894	.908	.375	.909	.840	.750	.773	.903	.875	.932	.883	.925	.804	.604	.788	.952	.962

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File Name : 04_COR_SC_Fro PM
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	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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				05:00 PM				05:00 PM				
+0 mins.	22	**196**	1	**219**	**27**	2	8	37	5	102	18	125	23	6	**13**	**42**	
+15 mins.	29	180	0	209	12	**4**	**12**	28	7	97	29	133	20	4	10	34	
+30 mins.	**40**	176	0	216	26	4	10	**40**	**8**	**106**	29	**143**	**28**	7	7	42	
+45 mins.	39	175	**2**	216	27	1	4	32	8	90	**30**	128	19	**12**	11	42	
Total Volume	130	727	3	860	92	11	34	137	28	395	106	529	90	29	41	160	
% App. Total	15.1	84.5	0.3		67.2	8	24.8		5.3	74.7	20		56.2	18.1	25.6		
PHF	.813	.927	.375	.982	.852	.688	.708	.856	.875	.932	.883	.925	.804	.604	.788	.952	

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Groups Printed- Passenger Vehicles

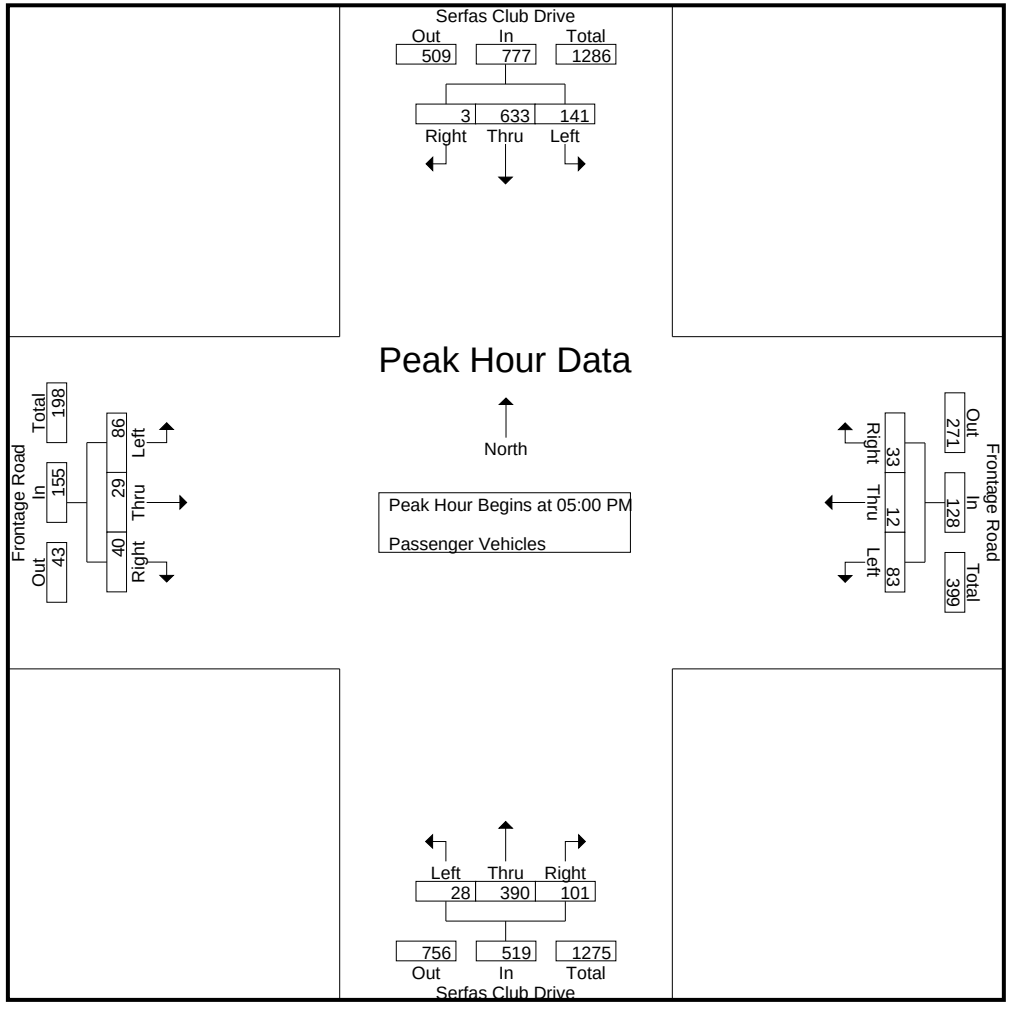
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	23	183	0	0	206	27	2	7	6	36	6	89	15	1	110	25	5	10	4	40	11	392	403
04:15 PM	24	158	0	0	182	12	4	11	11	27	7	68	20	0	95	14	3	6	3	23	14	327	341
04:30 PM	22	194	1	0	217	25	4	9	6	38	10	75	19	0	104	19	6	14	4	39	10	398	408
04:45 PM	27	178	0	0	205	27	1	4	2	32	4	66	19	0	89	13	2	3	2	18	4	344	348
Total	96	713	1	0	810	91	11	31	25	133	27	298	73	1	398	71	16	33	13	120	39	1461	1500
05:00 PM	40	174	0	0	214	15	2	9	5	26	5	101	17	1	123	22	6	13	0	41	6	404	410
05:15 PM	38	173	2	0	213	20	3	10	5	33	7	96	29	1	132	18	4	9	5	31	11	409	420
05:30 PM	25	146	1	0	172	24	3	7	2	34	8	104	27	0	139	27	7	7	2	41	4	386	390
05:45 PM	38	140	0	0	178	24	4	7	3	35	8	89	28	1	125	19	12	11	1	42	5	380	385
Total	141	633	3	0	777	83	12	33	15	128	28	390	101	3	519	86	29	40	8	155	26	1579	1605
Grand Total	237	1346	4	0	1587	174	23	64	40	261	55	688	174	4	917	157	45	73	21	275	65	3040	3105
Apprch %	14.9	84.8	0.3			66.7	8.8	24.5			6	75	19			57.1	16.4	26.5					
Total %	7.8	44.3	0.1		52.2	5.7	0.8	2.1		8.6	1.8	22.6	5.7		30.2	5.2	1.5	2.4		9	2.1	97.9	

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**40**	**174**	0	**214**	15	2	9	26	5	101	17	123	22	6	**13**	41	404
05:15 PM	38	173	**2**	213	20	3	**10**	33	7	96	**29**	132	18	4	9	31	**409**
05:30 PM	25	146	1	172	**24**	3	7	34	**8**	**104**	27	**139**	**27**	7	7	41	386
05:45 PM	38	140	0	178	24	**4**	7	**35**	8	89	28	125	19	**12**	11	**42**	380
Total Volume	141	633	3	777	83	12	33	128	28	390	101	519	86	29	40	155	1579
% App. Total	18.1	81.5	0.4		64.8	9.4	25.8		5.4	75.1	19.5		55.5	18.7	25.8		
PHF	.881	.909	.375	.908	.865	.750	.825	.914	.875	.938	.871	.933	.796	.604	.769	.923	.965

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	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	**40**	**174**	0	**214**	15	2	9	26	5	101	17	123	22	6	**13**	41	
+15 mins.	38	173	**2**	213	20	3	**10**	33	7	96	**29**	132	18	4	9	31	
+30 mins.	25	146	1	172	**24**	3	7	34	**8**	**104**	27	**139**	**27**	7	7	41	
+45 mins.	38	140	0	178	24	**4**	7	**35**	8	89	28	125	19	**12**	11	**42**	
Total Volume	141	633	3	777	83	12	33	128	28	390	101	519	86	29	40	155	
% App. Total	18.1	81.5	0.4		64.8	9.4	25.8		5.4	75.1	19.5		55.5	18.7	25.8		
PHF	.881	.909	.375	.908	.865	.750	.825	.914	.875	.938	.871	.933	.796	.604	.769	.923	

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Groups Printed- Large 2 Axle Vehicles

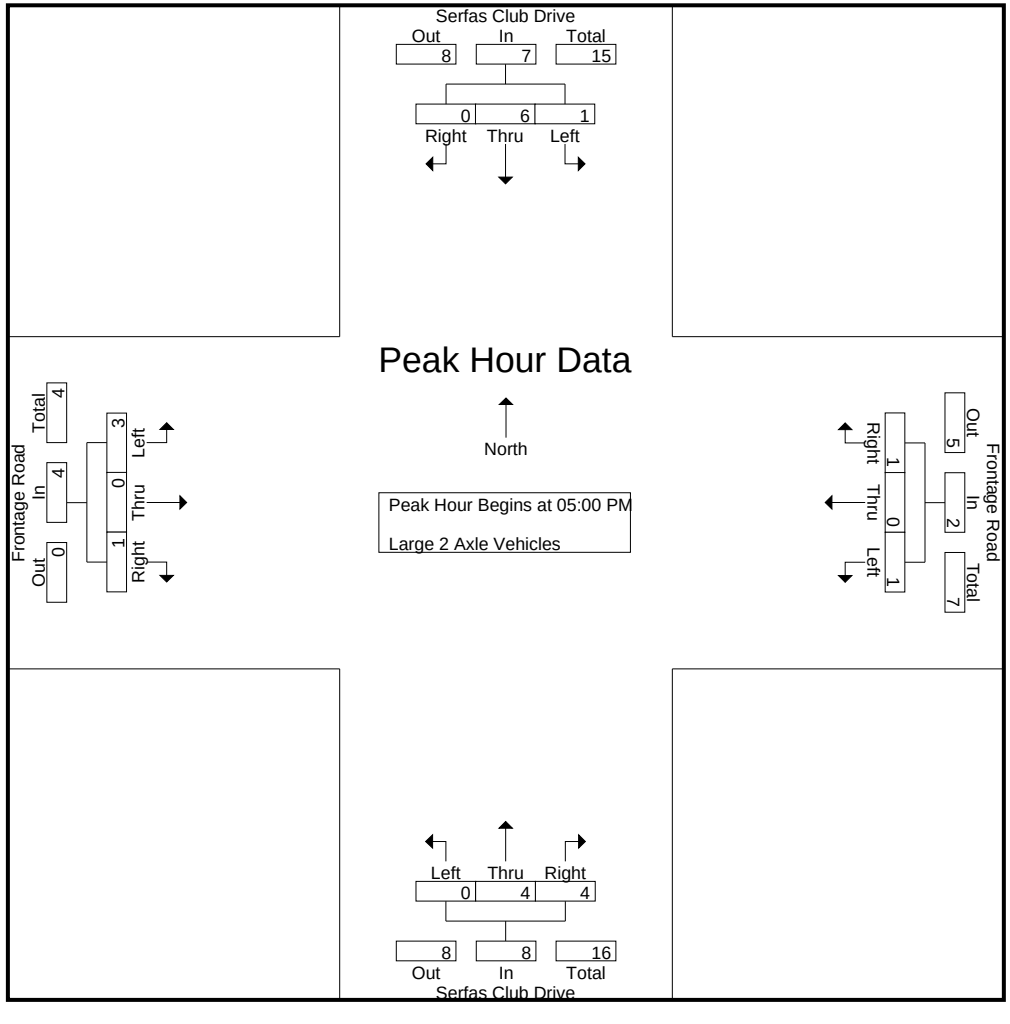
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	3	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	7	7
04:15 PM	2	4	0	0	6	0	0	1	1	1	0	1	2	0	3	2	0	0	0	2	1	12	13
04:30 PM	0	1	0	0	1	1	0	1	1	2	1	1	0	0	2	0	0	0	0	0	1	5	6
04:45 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	5
Total	5	10	0	0	15	1	0	3	2	4	1	4	2	0	7	3	0	0	0	3	2	29	31
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	4	4
05:15 PM	1	2	0	0	3	0	0	1	0	1	0	1	0	0	1	1	0	1	1	2	1	7	8
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	7	7
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	3	3
Total	1	6	0	0	7	1	0	1	0	2	0	4	4	0	8	3	0	1	1	4	1	21	22
Grand Total	6	16	0	0	22	2	0	4	2	6	1	8	6	0	15	6	0	1	1	7	3	50	53
Apprch %	27.3	72.7	0			33.3	0	66.7			6.7	53.3	40			85.7	0	14.3					
Total %	12	32	0		44	4	0	8		12	2	16	12		30	12	0	2		14	5.7	94.3	

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**2**	0	2	0	0	0	0	0	0	1	1	**1**	0	0	1	4
05:15 PM	**1**	2	0	**3**	0	0	**1**	**1**	0	1	0	1	1	0	**1**	**2**	**7**
05:30 PM	0	2	0	2	0	0	0	0	0	**2**	**2**	**4**	1	0	0	1	7
05:45 PM	0	0	0	0	**1**	0	0	1	0	1	1	2	0	0	0	0	3
Total Volume	1	6	0	7	1	0	1	2	0	4	4	8	3	0	1	4	21
% App. Total	14.3	85.7	0		50	0	50		0	50	50		75	0	25		
PHF	.250	.750	.000	.583	.250	.000	.250	.500	.000	.500	.500	.500	.750	.000	.250	.500	.750

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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 3

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	**2**	0	2	0	0	0	0	0	0	1	1	**1**	0	0	1	
+15 mins.	**1**	2	0	**3**	0	0	**1**	**1**	0	1	0	1	1	0	**1**	**2**	
+30 mins.	0	2	0	2	0	0	0	0	0	**2**	**2**	**4**	1	0	0	1	
+45 mins.	0	0	0	0	**1**	0	0	1	0	1	1	2	0	0	0	0	
Total Volume	1	6	0	7	1	0	1	2	0	4	4	8	3	0	1	4	
% App. Total	14.3	85.7	0		50	0	50		0	50	50		75	0	25		
PHF	.250	.750	.000	.583	.250	.000	.250	.500	.000	.500	.500	.500	.750	.000	.250	.500	

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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

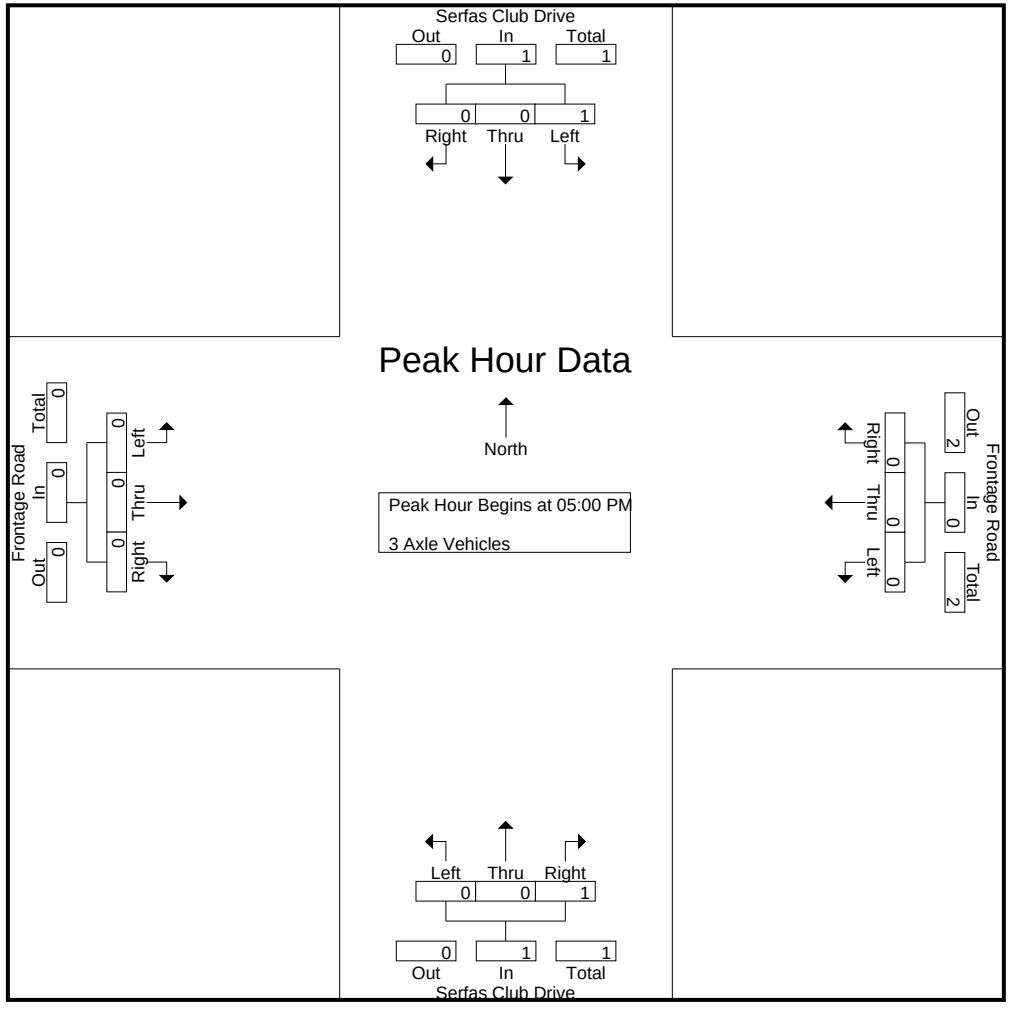
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
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	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	4
05:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
05:30 PM	1	0	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	0	1	0	1	0	0	0	0	0	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
Grand Total	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	6	6
Apprch %	50	50	0			0	0	0			0	66.7	33.3			100	0	0					
Total %	16.7	16.7	0		33.3	0	0	0		0	0	33.3	16.7		50	16.7	0	0		16.7	0	100	

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
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	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
% App. Total	100	0	0		0	0	0		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.500

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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro PM
Site Code : 05123322
Start Date : 4/11/2023

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	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.	**1**	0	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	**1**	**1**	0	0	0	0	
Total Volume	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	
% App. Total	100	0	0		0	0	0		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	

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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

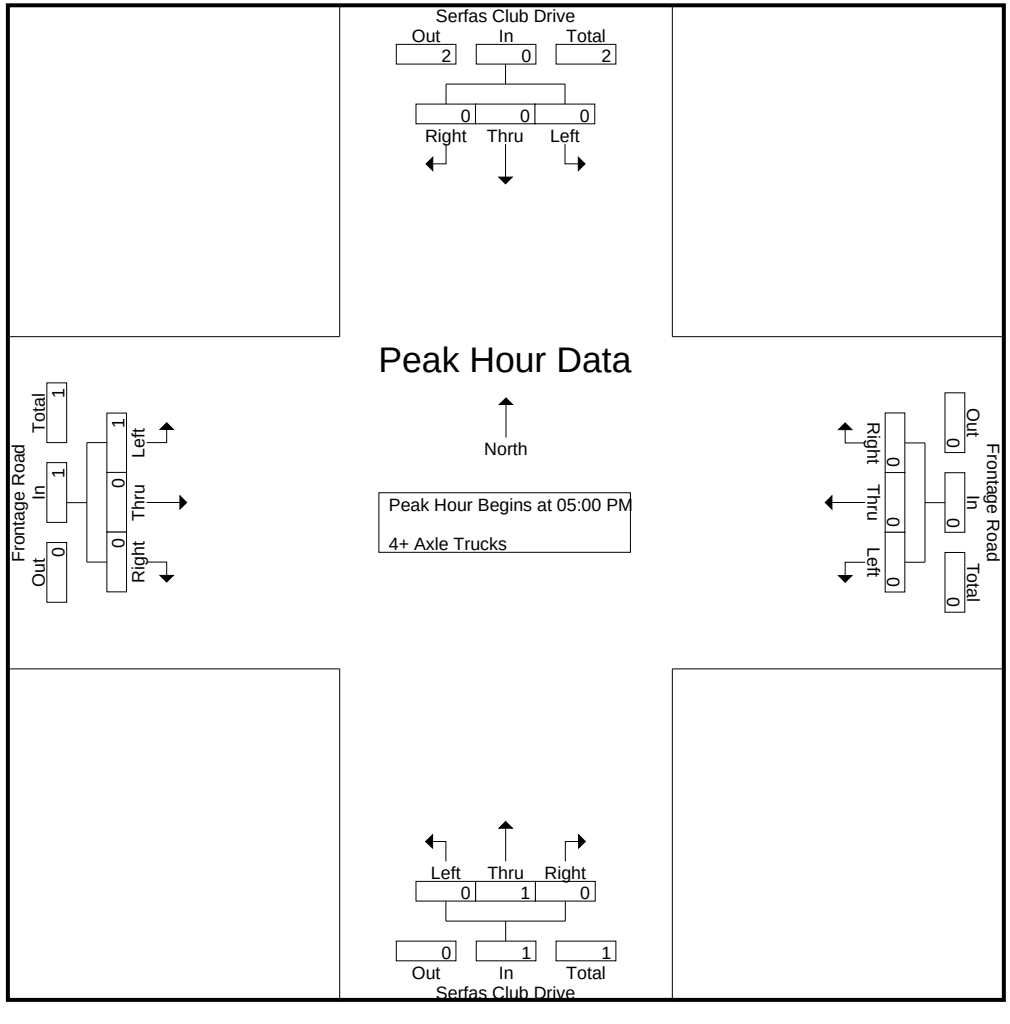
	Serfas Club Drive Southbound					Frontage Road Westbound					Serfas Club Drive Northbound					Frontage Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
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	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	10	10
Apprch %	0	100	0			0	0	0			0	100	0			100	0	0					
Total %	0	20	0		20	0	0	0		0	0	70	0		70	10	0	0		10	0	100	

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
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	**1**	0	0	**1**	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 Volume	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
% App. Total	0	0	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.500

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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Serfas Club Drive
E/W: Frontage Road
Weather: Clear

File Name : 04_COR_SC_Fro PM
Site Code : 05123322
Start Date : 4/11/2023

	Serfas Club Drive Southbound				Frontage Road Westbound				Serfas Club Drive Northbound				Frontage Road Eastbound				
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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+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	**1**	0	0	**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	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	
% App. Total	0	0	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	

Location: Corona
N/S: Serfas Club Drive
E/W: Frontage Road

Date: 4/11/2023
Day: Tuesday

PEDESTRIANS

	North Leg Serfas Club Drive	East Leg Frontage Road	South Leg Serfas Club Drive	West Leg Frontage Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	1	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	1	0	1
8:30 AM	0	0	1	0	1
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	0	1	4	1	6

	North Leg Serfas Club Drive	East Leg Frontage Road	South Leg Serfas Club Drive	West Leg Frontage Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	2	0	2
4:30 PM	1	0	0	3	4
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	2	0	2
5:30 PM	0	0	3	1	4
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	7	5	13

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Location: Corona
N/S: Serfas Club Drive
E/W: Frontage Road

Date: 4/11/2023
Day: Tuesday

BICYCLES

	Southbound Serfas Club Drive			Westbound Frontage Road			Northbound Serfas Club Drive			Eastbound Frontage Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	1
7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	1	0	1	0	0	0	0	0	0	3
8:15 AM	0	0	1	0	0	0	0	0	1	0	1	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	1	2	0	2	0	0	2	0	1	0	11

	Southbound Serfas Club Drive			Westbound Frontage Road			Northbound Serfas Club Drive			Eastbound Frontage Road			
	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	1	0	0	0	0	0	0	1	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
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	1	0	0	1	0	0	0	1	0	1	0	4

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

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

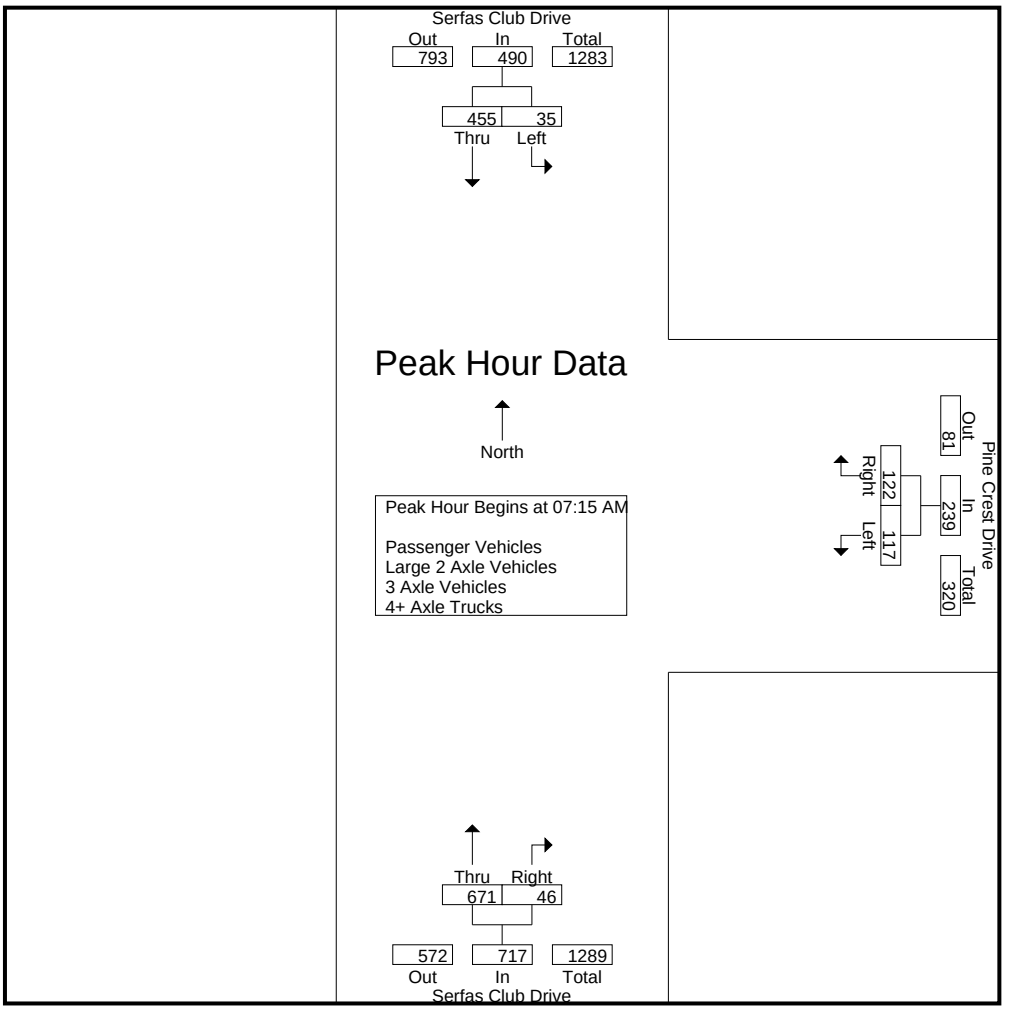
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	87	88	8	37	17	45	204	2	0	206	17	339	356
07:15 AM	4	101	105	24	41	22	65	163	3	1	166	23	336	359
07:30 AM	15	112	127	32	31	15	63	170	12	3	182	18	372	390
07:45 AM	14	121	135	32	25	14	57	176	22	3	198	17	390	407
Total	34	421	455	96	134	68	230	713	39	7	752	75	1437	1512
08:00 AM	2	121	123	29	25	6	54	162	9	3	171	9	348	357
08:15 AM	2	130	132	15	10	7	25	151	2	1	153	8	310	318
08:30 AM	1	131	132	8	8	7	16	137	2	0	139	7	287	294
08:45 AM	5	106	111	5	9	4	14	127	0	0	127	4	252	256
Total	10	488	498	57	52	24	109	577	13	4	590	28	1197	1225
Grand Total	44	909	953	153	186	92	339	1290	52	11	1342	103	2634	2737
Apprch %	4.6	95.4		45.1	54.9			96.1	3.9					
Total %	1.7	34.5	36.2	5.8	7.1		12.9	49	2		50.9	3.8	96.2	
Passenger Vehicles	42	873	915	148	184		423	1262	52		1325	0	0	2663
% Passenger Vehicles	95.5	96	96	96.7	98.9	98.9	98.1	97.8	100	100	97.9	0	0	97.3
Large 2 Axle Vehicles	2	31	33	4	2		7	25	0		25	0	0	65
% Large 2 Axle Vehicles	4.5	3.4	3.5	2.6	1.1	1.1	1.6	1.9	0	0	1.8	0	0	2.4
3 Axle Vehicles	0	1	1	1	0		1	0	0		0	0	0	2
% 3 Axle Vehicles	0	0.1	0.1	0.7	0	0	0.2	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	4	4	0	0		0	3	0		3	0	0	7
% 4+ Axle Trucks	0	0.4	0.4	0	0	0	0	0.2	0	0	0.2	0	0	0.3

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive 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 07:15 AM										
07:15 AM	4	101	105	24	**41**	**65**	163	3	166	336
07:30 AM	**15**	112	127	**32**	31	63	170	12	182	372
07:45 AM	14	**121**	**135**	32	25	57	**176**	**22**	**198**	**390**
08:00 AM	2	121	123	29	25	54	162	9	171	348
Total Volume	35	455	490	117	122	239	671	46	717	1446
% App. Total	7.1	92.9		49	51		93.6	6.4		
PHF	.583	.940	.907	.914	.744	.919	.953	.523	.905	.927

Counts Unlimited, Inc.
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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
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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			07:15 AM			07:00 AM		
+0 mins.	**14**	121	**135**	24	**41**	**65**	**204**	2	**206**
+15 mins.	2	121	123	**32**	31	63	163	3	166
+30 mins.	2	130	132	32	25	57	170	12	182
+45 mins.	1	**131**	132	29	25	54	176	**22**	198
Total Volume	19	503	522	117	122	239	713	39	752
% App. Total	3.6	96.4		49	51		94.8	5.2	
PHF	.339	.960	.967	.914	.744	.919	.874	.443	.913

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- Passenger Vehicles

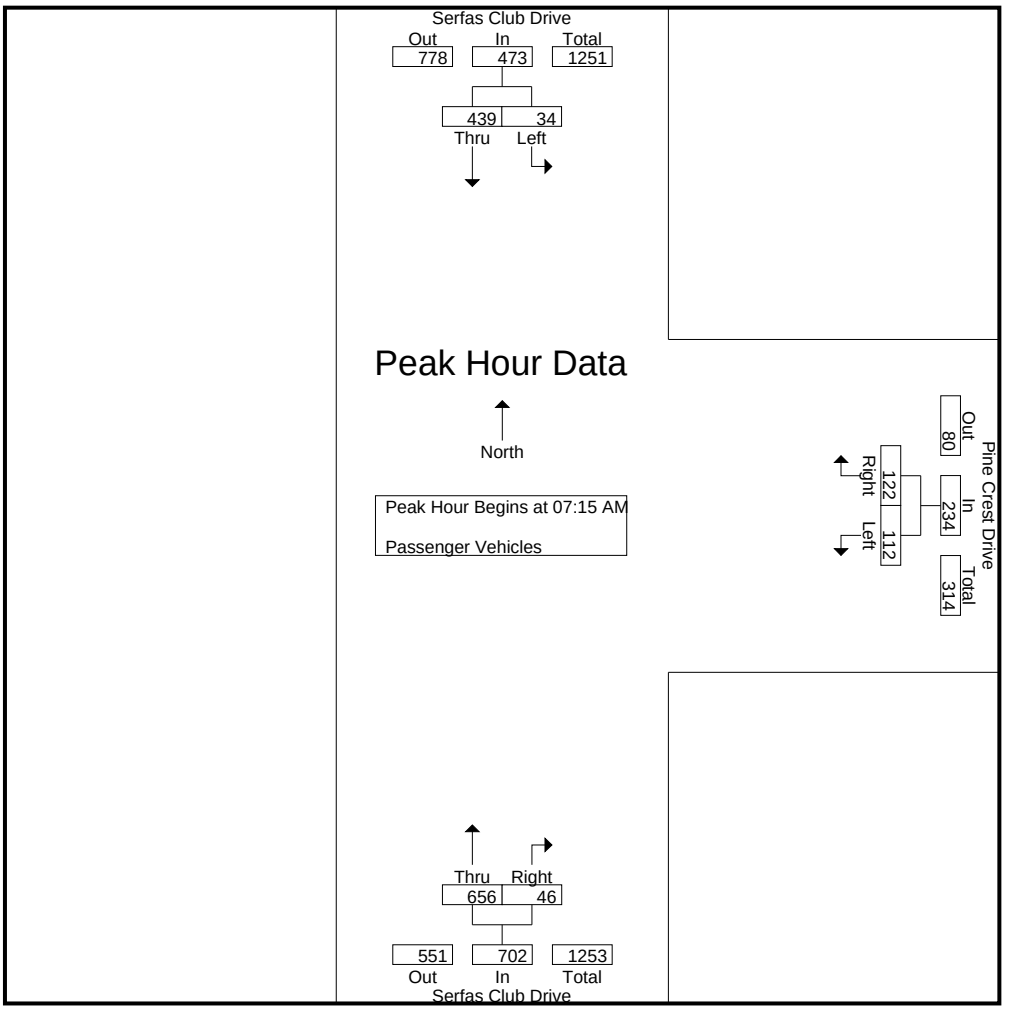
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	82	83	8	36	16	44	201	2	0	203	16	330	346
07:15 AM	4	98	102	23	41	22	64	157	3	1	160	23	326	349
07:30 AM	15	107	122	32	31	15	63	165	12	3	177	18	362	380
07:45 AM	14	117	131	31	25	14	56	172	22	3	194	17	381	398
Total	34	404	438	94	133	67	227	695	39	7	734	74	1399	1473
08:00 AM	1	117	118	26	25	6	51	162	9	3	171	9	340	349
08:15 AM	2	126	128	15	10	7	25	149	2	1	151	8	304	312
08:30 AM	1	126	127	8	8	7	16	133	2	0	135	7	278	285
08:45 AM	4	100	104	5	8	4	13	123	0	0	123	4	240	244
Total	8	469	477	54	51	24	105	567	13	4	580	28	1162	1190
Grand Total	42	873	915	148	184	91	332	1262	52	11	1314	102	2561	2663
Apprch %	4.6	95.4		44.6	55.4			96	4					
Total %	1.6	34.1	35.7	5.8	7.2		13	49.3	2		51.3	3.8	96.2	

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	4	98	102	23	**41**	**64**	157	3	160	326
07:30 AM	**15**	107	122	**32**	31	63	165	12	177	362
07:45 AM	14	**117**	**131**	31	25	56	**172**	**22**	**194**	**381**
08:00 AM	1	117	118	26	25	51	162	9	171	340
Total Volume	34	439	473	112	122	234	656	46	702	1409
% App. Total	7.2	92.8		47.9	52.1		93.4	6.6		
PHF	.567	.938	.903	.875	.744	.914	.953	.523	.905	.925

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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		
+0 mins.	4	98	102	23	**41**	**64**	157	3	160
+15 mins.	**15**	107	122	**32**	31	63	165	12	177
+30 mins.	14	**117**	**131**	31	25	56	**172**	**22**	**194**
+45 mins.	1	117	118	26	25	51	162	9	171
Total Volume	34	439	473	112	122	234	656	46	702
% App. Total	7.2	92.8		47.9	52.1		93.4	6.6	
PHF	.567	.938	.903	.875	.744	.914	.953	.523	.905

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

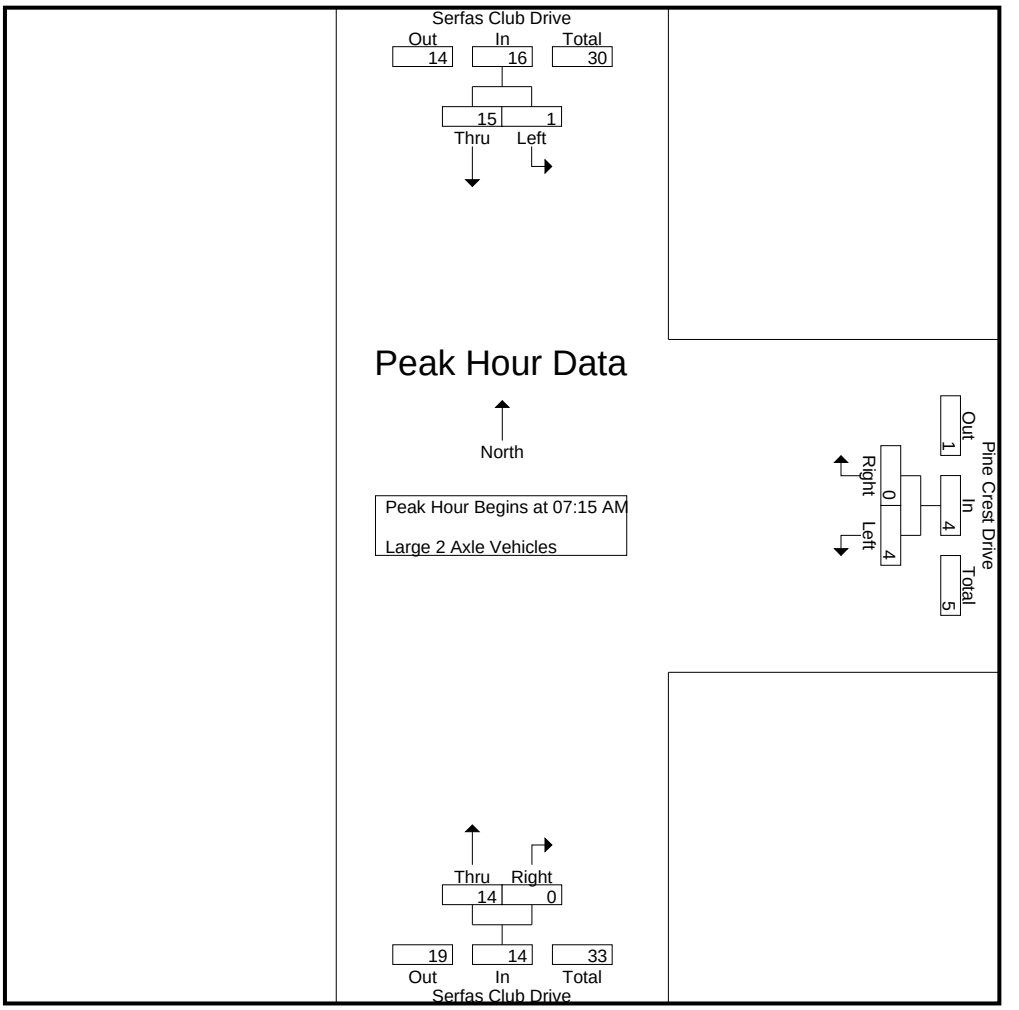
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	3	0	1	1	1	3	0	0	3	1	7	8
07:15 AM	0	3	3	1	0	0	1	5	0	0	5	0	9	9
07:30 AM	0	5	5	0	0	0	0	5	0	0	5	0	10	10
07:45 AM	0	4	4	1	0	0	1	4	0	0	4	0	9	9
Total	0	15	15	2	1	1	3	17	0	0	17	1	35	36
08:00 AM	1	3	4	2	0	0	2	0	0	0	0	0	6	6
08:15 AM	0	4	4	0	0	0	0	2	0	0	2	0	6	6
08:30 AM	0	5	5	0	0	0	0	4	0	0	4	0	9	9
08:45 AM	1	4	5	0	1	0	1	2	0	0	2	0	8	8
Total	2	16	18	2	1	0	3	8	0	0	8	0	29	29
Grand Total	2	31	33	4	2	1	6	25	0	0	25	1	64	65
Apprch %	6.1	93.9		66.7	33.3			100	0					
Total %	3.1	48.4	51.6	6.2	3.1		9.4	39.1	0		39.1	1.5	98.5	

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	3	3	1	0	1	**5**	0	**5**	9
07:30 AM	0	**5**	**5**	0	0	0	5	0	5	**10**
07:45 AM	0	4	4	1	0	1	4	0	4	9
08:00 AM	**1**	3	4	**2**	0	**2**	0	0	0	6
Total Volume	1	15	16	4	0	4	14	0	14	34
% App. Total	6.2	93.8		100	0		100	0		
PHF	.250	.750	.800	.500	.000	.500	.700	.000	.700	.850

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
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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		
+0 mins.	0	3	3	1	0	1	**5**	0	**5**
+15 mins.	0	**5**	**5**	0	0	0	5	0	5
+30 mins.	0	4	4	1	0	1	4	0	4
+45 mins.	**1**	3	4	**2**	0	**2**	0	0	0
Total Volume	1	15	16	4	0	4	14	0	14
% App. Total	6.2	93.8		100	0		100	0	
PHF	.250	.750	.800	.500	.000	.500	.700	.000	.700

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- 3 Axle Vehicles

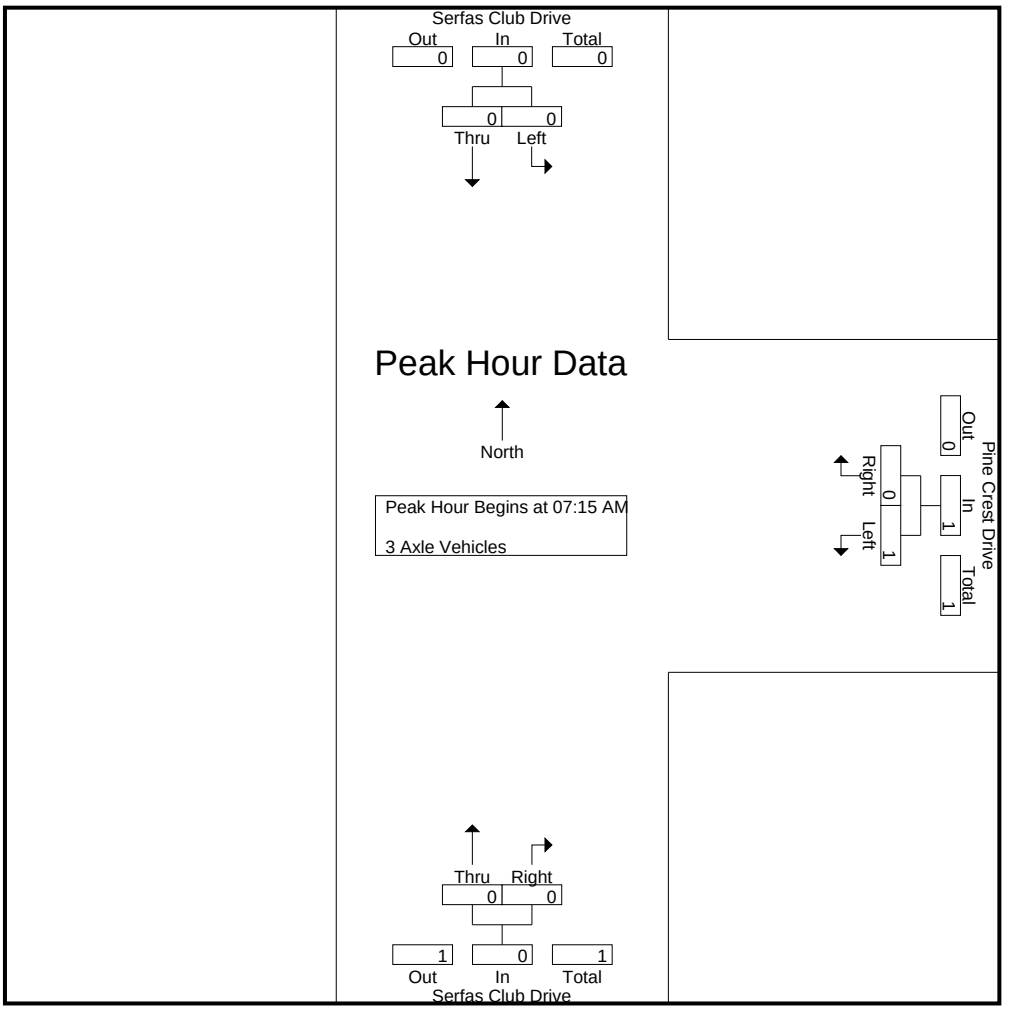
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	0	0	0	1	1
08:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	1	1
08:15 AM	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
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	1	0	0	0	0	0	1	1
Grand Total	0	1	1	1	0	0	1	0	0	0	0	0	2	2
Apprch %	0	100		100	0			0	0					
Total %	0	50	50	50	0		50	0	0		0	0	100	

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	**1**	0	**1**	0	0	0	**1**
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	**1**	0	**1**	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

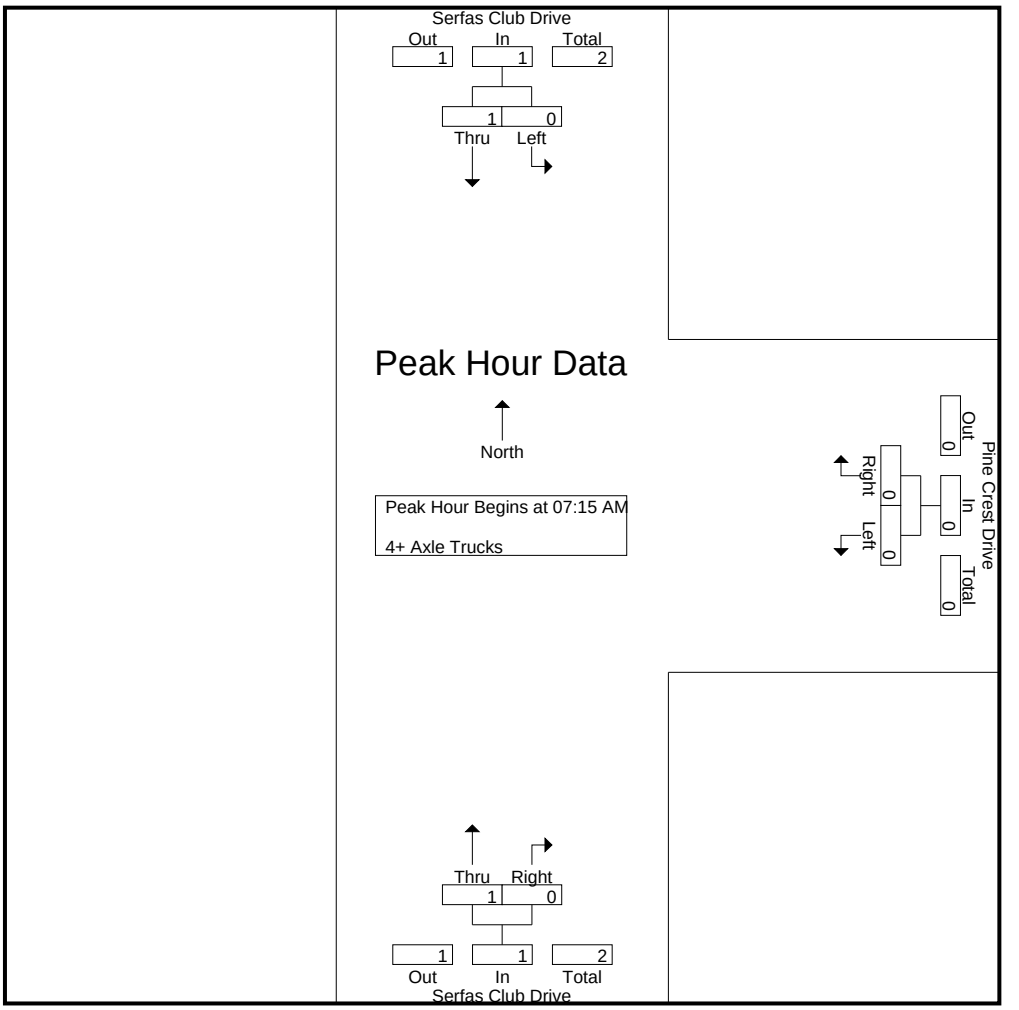
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
07:30 AM	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	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	0	0	1	0	2	2
08:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	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
08:45 AM	0	2	2	0	0	0	0	2	0	0	2	0	4	4
Total	0	3	3	0	0	0	0	2	0	0	2	0	5	5
Grand Total	0	4	4	0	0	0	0	3	0	0	3	0	7	7
Apprch %	0	100		0	0			100	0					
Total %	0	57.1	57.1	0	0		0	42.9	0		42.9	0	100	

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	0	**1**	0	**1**	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	**1**	0	0	0	0	0	0	1
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	**1**	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

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

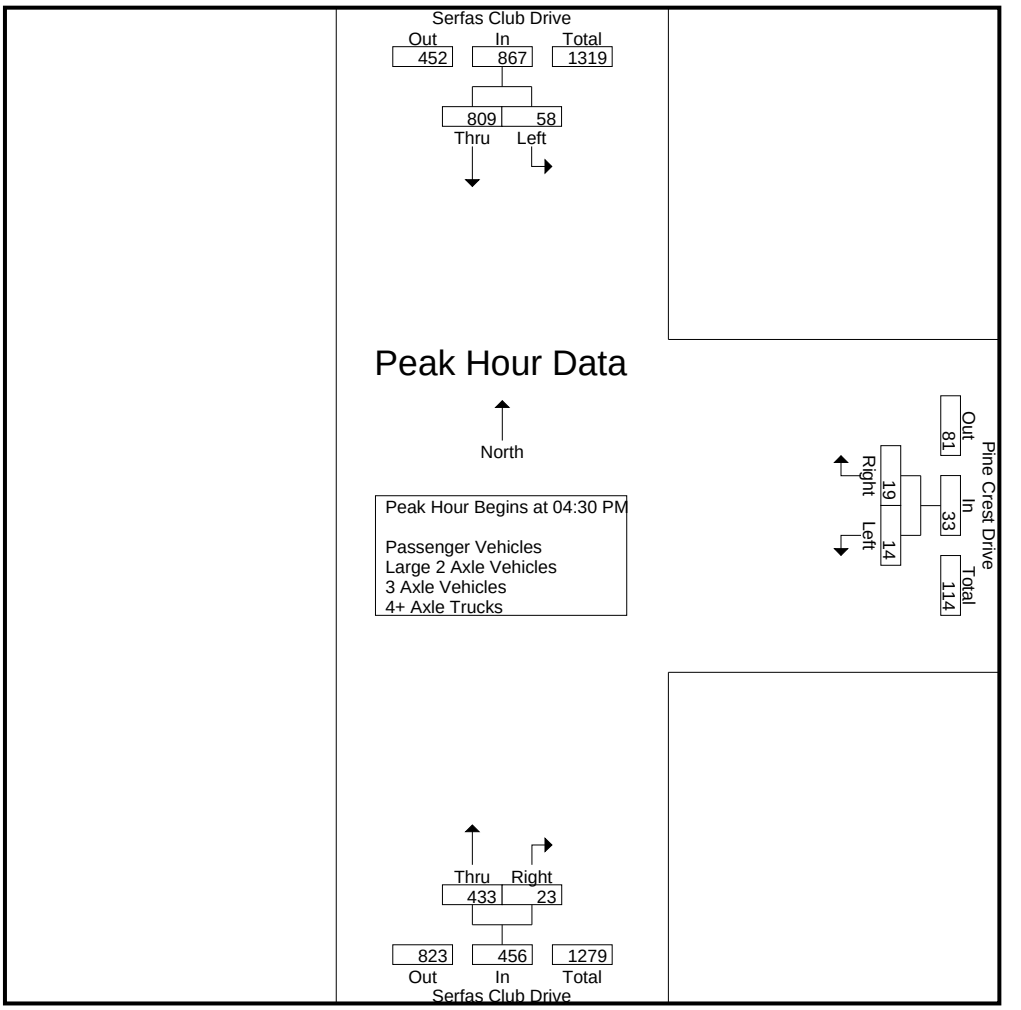
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	9	218	227	2	5	3	7	106	12	0	118	3	352	355
04:15 PM	9	176	185	4	2	1	6	95	6	1	101	2	292	294
04:30 PM	22	209	231	4	3	3	7	106	7	0	113	3	351	354
04:45 PM	6	214	220	2	6	5	8	87	5	0	92	5	320	325
Total	46	817	863	12	16	12	28	394	30	1	424	13	1315	1328
05:00 PM	17	189	206	4	5	2	9	115	6	0	121	2	336	338
05:15 PM	13	197	210	4	5	4	9	125	5	1	130	5	349	354
05:30 PM	13	162	175	7	6	4	13	135	8	0	143	4	331	335
05:45 PM	16	159	175	3	6	4	9	122	5	0	127	4	311	315
Total	59	707	766	18	22	14	40	497	24	1	521	15	1327	1342
Grand Total	105	1524	1629	30	38	26	68	891	54	2	945	28	2642	2670
Apprch %	6.4	93.6		44.1	55.9			94.3	5.7					
Total %	4	57.7	61.7	1.1	1.4		2.6	33.7	2		35.8	1	99	
Passenger Vehicles	102	1502	1604	30	37		92	863	53		918	0	0	2614
% Passenger Vehicles	97.1	98.6	98.5	100	97.4	96.2	97.9	96.9	98.1	100	96.9	0	0	97.9
Large 2 Axle Vehicles	3	19	22	0	1		2	18	1		19	0	0	43
% Large 2 Axle Vehicles	2.9	1.2	1.4	0	2.6	3.8	2.1	2	1.9	0	2	0	0	1.6
3 Axle Vehicles	0	1	1	0	0		0	4	0		4	0	0	5
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0	0.4	0	0	0.4	0	0	0.2
4+ Axle Trucks	0	2	2	0	0		0	6	0		6	0	0	8
% 4+ Axle Trucks	0	0.1	0.1	0	0	0	0	0.7	0	0	0.6	0	0	0.3

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive 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 04:30 PM										
04:30 PM	**22**	209	**231**	**4**	3	7	106	**7**	113	**351**
04:45 PM	6	**214**	220	2	**6**	8	87	5	92	320
05:00 PM	17	189	206	4	5	**9**	115	6	121	336
05:15 PM	13	197	210	4	5	9	**125**	5	**130**	349
Total Volume	58	809	867	14	19	33	433	23	456	1356
% App. Total	6.7	93.3		42.4	57.6		95	5		
PHF	.659	.945	.938	.875	.792	.917	.866	.821	.877	.966

Counts Unlimited, Inc.
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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
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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:

	04:30 PM			05:00 PM			05:00 PM		
+0 mins.	**22**	209	**231**	4	5	9	115	6	121
+15 mins.	6	**214**	220	4	5	9	125	5	130
+30 mins.	17	189	206	**7**	**6**	**13**	**135**	**8**	**143**
+45 mins.	13	197	210	3	6	9	122	5	127
Total Volume	58	809	867	18	22	40	497	24	521
% App. Total	6.7	93.3		45	55		95.4	4.6	
PHF	.659	.945	.938	.643	.917	.769	.920	.750	.911

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Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- Passenger Vehicles

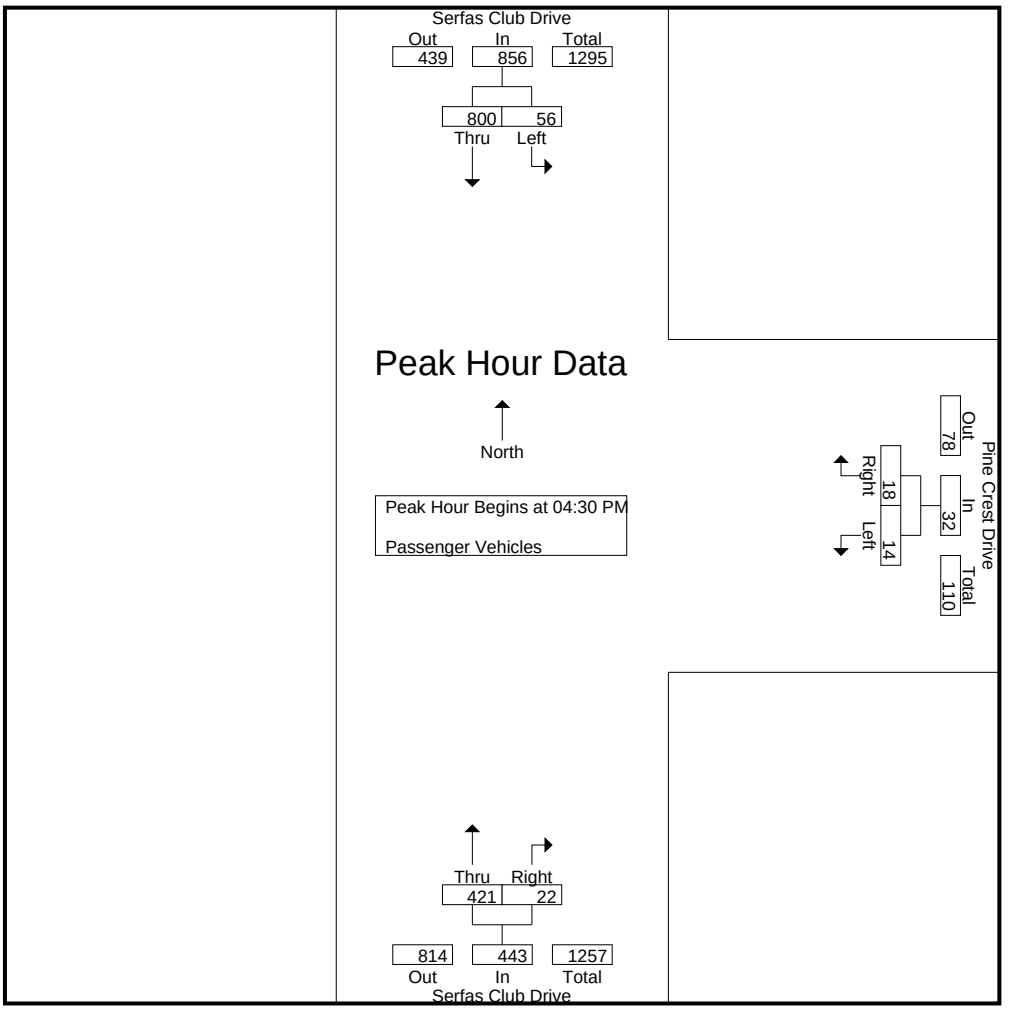
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	9	214	223	2	5	3	7	103	12	0	115	3	345	348
04:15 PM	8	170	178	4	2	1	6	89	6	1	95	2	279	281
04:30 PM	22	206	228	4	3	3	7	100	7	0	107	3	342	345
04:45 PM	6	212	218	2	5	4	7	85	4	0	89	4	314	318
Total	45	802	847	12	15	11	27	377	29	1	406	12	1280	1292
05:00 PM	16	187	203	4	5	2	9	113	6	0	119	2	331	333
05:15 PM	12	195	207	4	5	4	9	123	5	1	128	5	344	349
05:30 PM	13	160	173	7	6	4	13	131	8	0	139	4	325	329
05:45 PM	16	158	174	3	6	4	9	119	5	0	124	4	307	311
Total	57	700	757	18	22	14	40	486	24	1	510	15	1307	1322
Grand Total	102	1502	1604	30	37	25	67	863	53	2	916	27	2587	2614
Apprch %	6.4	93.6		44.8	55.2			94.2	5.8					
Total %	3.9	58.1	62	1.2	1.4		2.6	33.4	2		35.4	1	99	

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	**22**	206	**228**	**4**	3	7	100	**7**	107	342
04:45 PM	6	**212**	218	2	**5**	7	85	4	89	314
05:00 PM	16	187	203	4	5	**9**	113	6	119	331
05:15 PM	12	195	207	4	5	9	**123**	5	**128**	**344**
Total Volume	56	800	856	14	18	32	421	22	443	1331
% App. Total	6.5	93.5		43.8	56.2		95	5		
PHF	.636	.943	.939	.875	.900	.889	.856	.786	.865	.967

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

City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
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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		
+0 mins.	**22**	206	**228**	**4**	3	7	100	**7**	107
+15 mins.	6	**212**	218	2	**5**	7	85	4	89
+30 mins.	16	187	203	4	5	**9**	113	6	119
+45 mins.	12	195	207	4	5	9	**123**	5	**128**
Total Volume	56	800	856	14	18	32	421	22	443
% App. Total	6.5	93.5		43.8	56.2		95	5	
PHF	.636	.943	.939	.875	.900	.889	.856	.786	.865

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

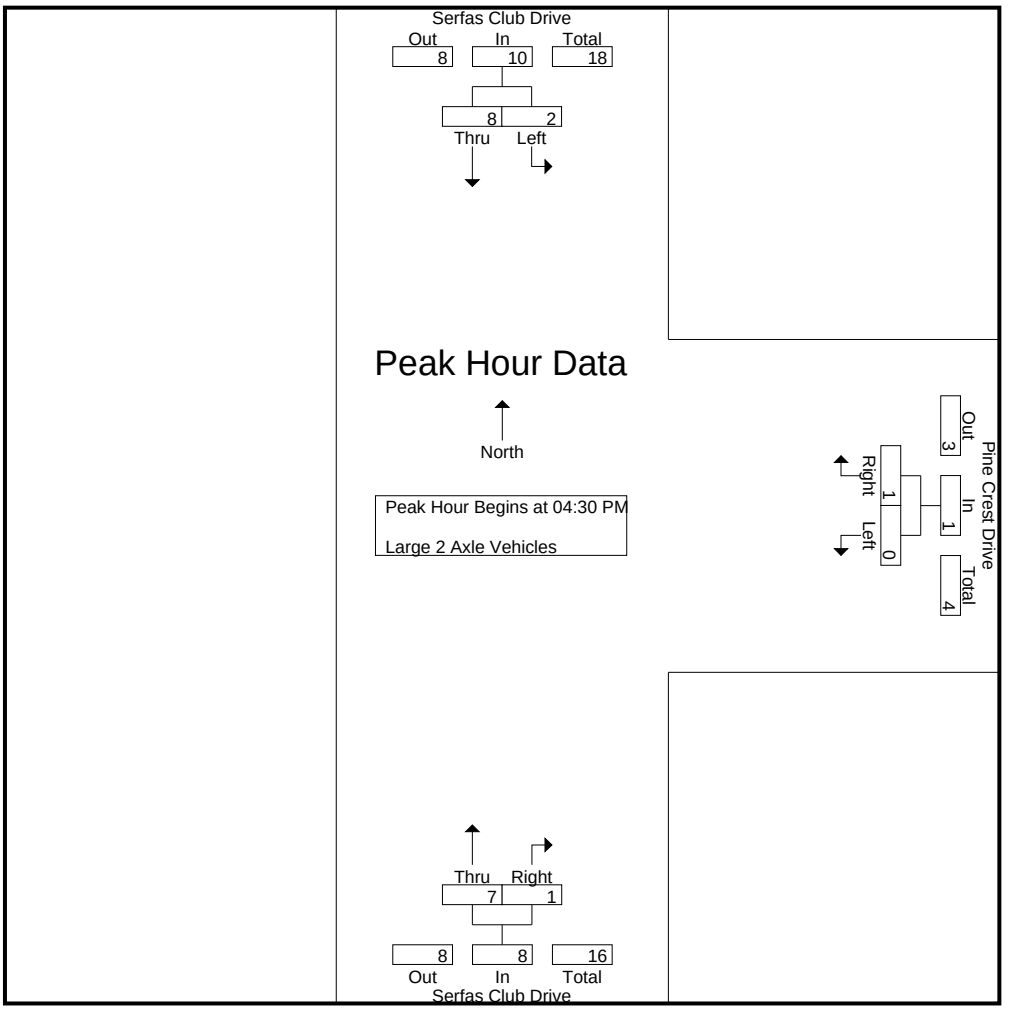
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	3	0	0	0	0	1	0	0	1	0	4	4
04:15 PM	1	5	6	0	0	0	0	4	0	0	4	0	10	10
04:30 PM	0	2	2	0	0	0	0	4	0	0	4	0	6	6
04:45 PM	0	2	2	0	1	1	1	0	1	0	1	1	4	5
Total	1	12	13	0	1	1	1	9	1	0	10	1	24	25
05:00 PM	1	2	3	0	0	0	0	1	0	0	1	0	4	4
05:15 PM	1	2	3	0	0	0	0	2	0	0	2	0	5	5
05:30 PM	0	2	2	0	0	0	0	4	0	0	4	0	6	6
05:45 PM	0	1	1	0	0	0	0	2	0	0	2	0	3	3
Total	2	7	9	0	0	0	0	9	0	0	9	0	18	18
Grand Total	3	19	22	0	1	1	1	18	1	0	19	1	42	43
Apprch %	13.6	86.4		0	100			94.7	5.3					
Total %	7.1	45.2	52.4	0	2.4		2.4	42.9	2.4		45.2	2.3	97.7	

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	0	**2**	2	0	0	0	**4**	0	**4**	**6**
04:45 PM	0	2	2	0	**1**	**1**	0	**1**	1	4
05:00 PM	**1**	2	**3**	0	0	0	1	0	1	4
05:15 PM	1	2	3	0	0	0	2	0	2	5
Total Volume	2	8	10	0	1	1	7	1	8	19
% App. Total	20	80		0	100		87.5	12.5		
PHF	.500	1.00	.833	.000	.250	.250	.438	.250	.500	.792

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
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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		
+0 mins.	0	**2**	2	0	0	0	**4**	0	**4**
+15 mins.	0	2	2	0	**1**	**1**	0	**1**	1
+30 mins.	**1**	2	**3**	0	0	0	1	0	1
+45 mins.	1	2	3	0	0	0	2	0	2
Total Volume	2	8	10	0	1	1	7	1	8
% App. Total	20	80		0	100		87.5	12.5	
PHF	.500	1.000	.833	.000	.250	.250	.438	.250	.500

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- 3 Axle Vehicles

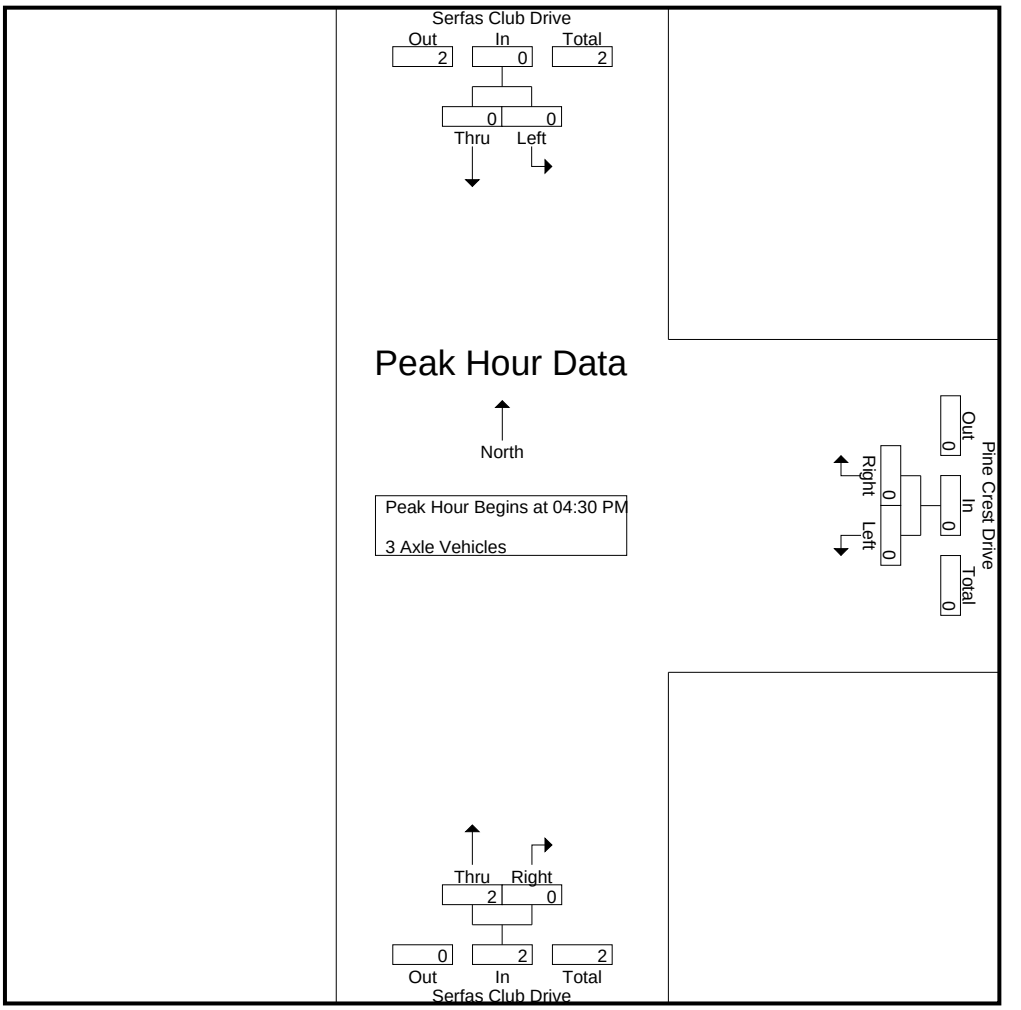
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	1	0	0	1	0	2	2
04:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	1	1	0	0	0	0	3	0	0	3	0	4	4
05:00 PM	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
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	0	4	0	0	4	0	5	5
Apprch %	0	100		0	0			100	0					
Total %	0	20	20	0	0		0	80	0		80	0	100	

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	0	0	0	0	0	0	**1**	0	**1**	**1**
04:45 PM	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
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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		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	2
% App. Total	0	0		0	0		100	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

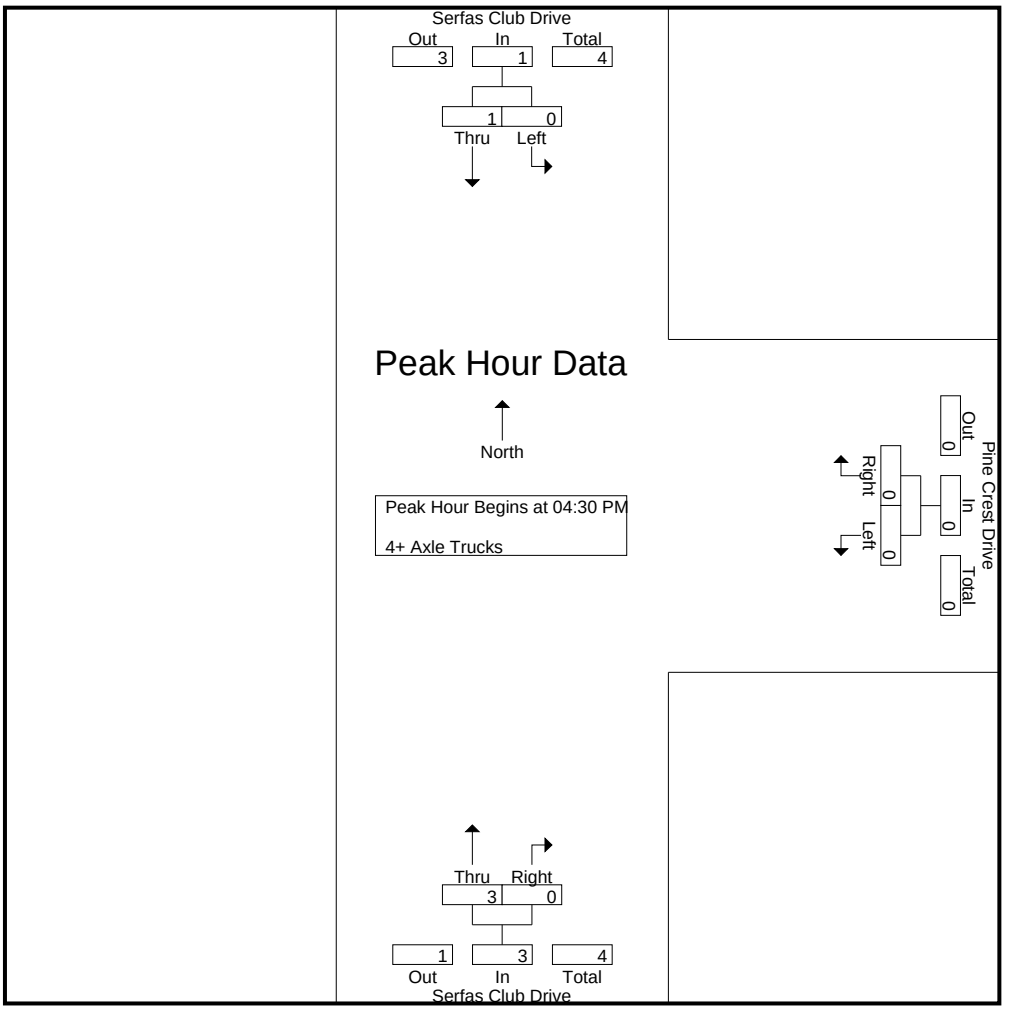
	Serfas Club Drive Southbound			Pine Crest Drive Westbound				Serfas Club Drive Northbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	2	0	0	2	0	3	3
04:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:30 PM	0	1	1	0	0	0	0	1	0	0	1	0	2	2
04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	2	2	0	0	0	0	5	0	0	5	0	7	7
05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	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
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Grand Total	0	2	2	0	0	0	0	6	0	0	6	0	8	8
Apprch %	0	100		0	0			100	0					
Total %	0	25	25	0	0		0	75	0		75	0	100	

	Serfas Club Drive Southbound			Pine Crest Drive Westbound			Serfas Club Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	0	**1**	**1**	0	0	0	**1**	0	**1**	**2**
04:45 PM	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	3	0	3	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.750	.000	.750	.500

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City of Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 05_COR_SC_Pine PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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		
+0 mins.	0	**1**	**1**	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.750	.000	.750

Location: Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive

Date: 4/11/2023
Day: Tuesday

PEDESTRIANS

	North Leg Serfas Club Drive	East Leg Pine Crest Drive	South Leg Serfas Club Drive	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	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:	0	1	0	0	1

	North Leg Serfas Club Drive	East Leg Pine Crest Drive	South Leg Serfas Club Drive	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

Location: Corona
N/S: Serfas Club Drive
E/W: Pine Crest Drive

Date: 4/11/2023
Day: Tuesday

BICYCLES

	Southbound Serfas Club Drive			Westbound Pine Crest Drive			Northbound Serfas Club Drive			Eastbound Dead End			
	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	1	1	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	1	0	0	0	0	1	0	0	0	0	5

	Southbound Serfas Club Drive			Westbound Pine Crest Drive			Northbound Serfas Club Drive			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	1	0	0	0	0	0	1	0	0	0	0	2
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	1	0	0	0	0	0	1	0	0	0	0	2

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City of Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

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

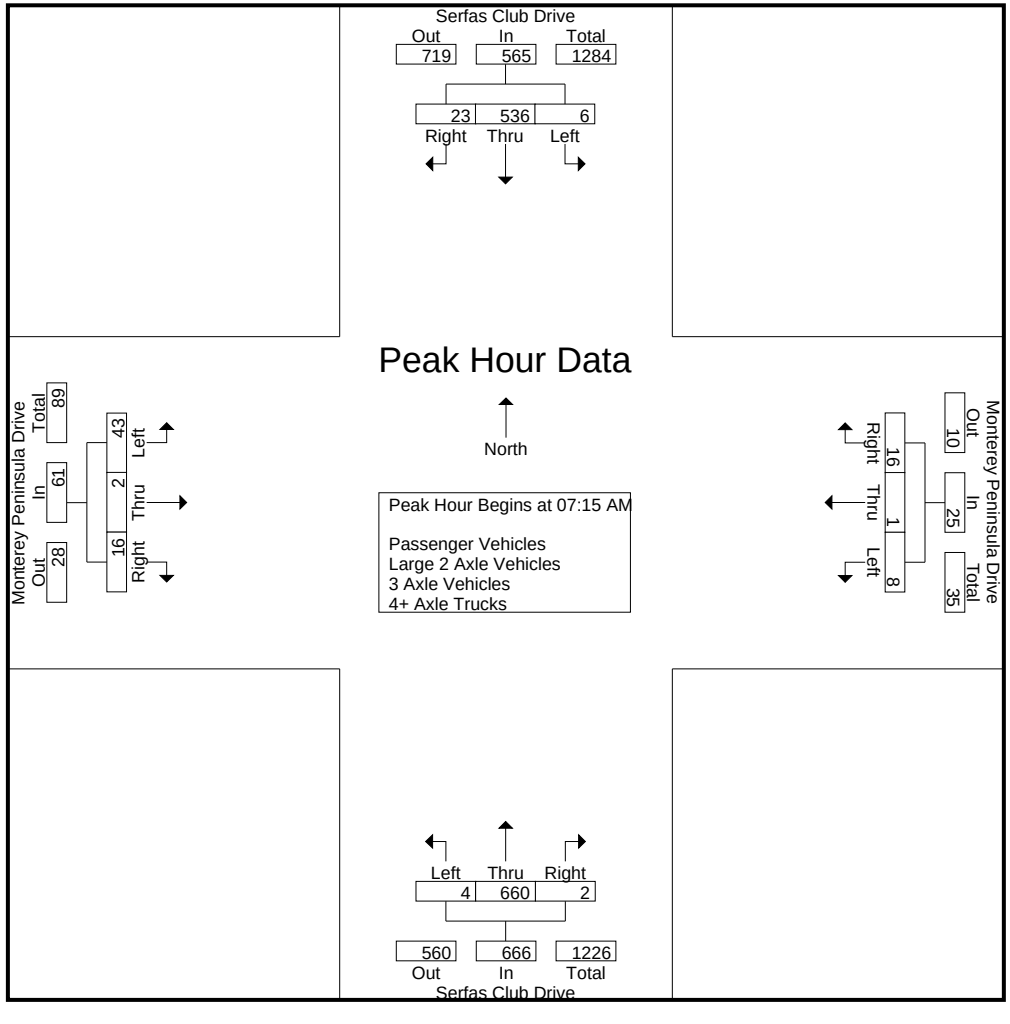
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	92	4	0	97	3	0	5	4	8	0	191	1	0	192	11	1	2	1	14	5	311	316
07:15 AM	1	118	2	0	121	1	0	1	1	2	2	167	0	0	169	8	0	5	4	13	5	305	310
07:30 AM	2	140	4	0	146	2	1	3	2	6	1	169	1	0	171	8	1	2	2	11	4	334	338
07:45 AM	1	143	5	0	149	4	0	7	5	11	1	172	0	0	173	16	1	4	3	21	8	354	362
Total	5	493	15	0	513	10	1	16	12	27	4	699	2	0	705	43	3	13	10	59	22	1304	1326
08:00 AM	2	135	12	0	149	1	0	5	2	6	0	152	1	0	153	11	0	5	4	16	6	324	330
08:15 AM	8	122	7	0	137	4	0	7	5	11	1	129	1	0	131	10	0	3	2	13	7	292	299
08:30 AM	3	133	7	1	143	1	0	1	0	2	1	131	2	0	134	6	0	2	1	8	2	287	289
08:45 AM	2	99	10	0	111	0	0	3	0	3	0	118	0	0	118	7	0	2	2	9	2	241	243
Total	15	489	36	1	540	6	0	16	7	22	2	530	4	0	536	34	0	12	9	46	17	1144	1161
Grand Total	20	982	51	1	1053	16	1	32	19	49	6	1229	6	0	1241	77	3	25	19	105	39	2448	2487
Apprch %	1.9	93.3	4.8			32.7	2	65.3			0.5	99	0.5			73.3	2.9	23.8					
Total %	0.8	40.1	2.1		43	0.7	0	1.3		2	0.2	50.2	0.2		50.7	3.1	0.1	1		4.3	1.6	98.4	
Passenger Vehicles	18	959	51		1029	15	1	29		62	6	1211	5		1222	77	3	25		124	0	0	2437
% Passenger Vehicles	90	97.7	100	100	97.6	93.8	100	90.6	89.5	91.2	100	98.5	83.3	0	98.5	100	100	100	100	100	0	0	98
Large 2 Axle Vehicles	1	18	0		19	0	0	3		5	0	14	1		15	0	0	0		0	0	0	39
% Large 2 Axle Vehicles	5	1.8	0	0	1.8	0	0	9.4	10.5	7.4	0	1.1	16.7	0	1.2	0	0	0	0	0	0	0	1.6
3 Axle Vehicles	0	1	0		1	1	0	0		1	0	0	0		0	0	0	0		0	0	0	2
% 3 Axle Vehicles	0	0.1	0	0	0.1	6.2	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	1	4	0		5	0	0	0		0	0	4	0		4	0	0	0		0	0	0	9
% 4+ Axle Trucks	5	0.4	0	0	0.5	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0.4

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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	1	118	2	121	1	0	1	2	**2**	167	0	169	8	0	**5**	13	305
07:30 AM	**2**	140	4	146	2	**1**	3	6	1	169	**1**	171	8	**1**	2	11	334
07:45 AM	1	**143**	5	**149**	**4**	0	**7**	**11**	1	**172**	0	**173**	**16**	1	4	**21**	**354**
08:00 AM	2	135	**12**	149	1	0	5	6	0	152	1	153	11	0	5	16	324
Total Volume	6	536	23	565	8	1	16	25	4	660	2	666	43	2	16	61	1317
% App. Total	1.1	94.9	4.1		32	4	64		0.6	99.1	0.3		70.5	3.3	26.2		
PHF	.750	.937	.479	.948	.500	.250	.571	.568	.500	.959	.500	.962	.672	.500	.800	.726	.930

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City of Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP AM
Site Code : 05123322
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City of Corona
N/S: Serfas Club Drive
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File Name : 06_COR_SC_MP AM
Site Code : 05123322
Start Date : 4/11/2023
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	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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				07:00 AM				07:15 AM				
+0 mins.	2	140	4	146	2	**1**	3	6	0	**191**	**1**	**192**	8	0	**5**	13	
+15 mins.	1	**143**	5	**149**	**4**	0	**7**	**11**	**2**	167	0	169	8	**1**	2	11	
+30 mins.	2	135	**12**	149	1	0	5	6	1	169	1	171	**16**	1	4	**21**	
+45 mins.	**8**	122	7	137	4	0	7	11	1	172	0	173	11	0	5	16	
Total Volume	13	540	28	581	11	1	22	34	4	699	2	705	43	2	16	61	
% App. Total	2.2	92.9	4.8		32.4	2.9	64.7		0.6	99.1	0.3		70.5	3.3	26.2		
PHF	.406	.944	.583	.975	.688	.250	.786	.773	.500	.915	.500	.918	.672	.500	.800	.726	

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File Name : 06_COR_SC_MP AM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- Passenger Vehicles

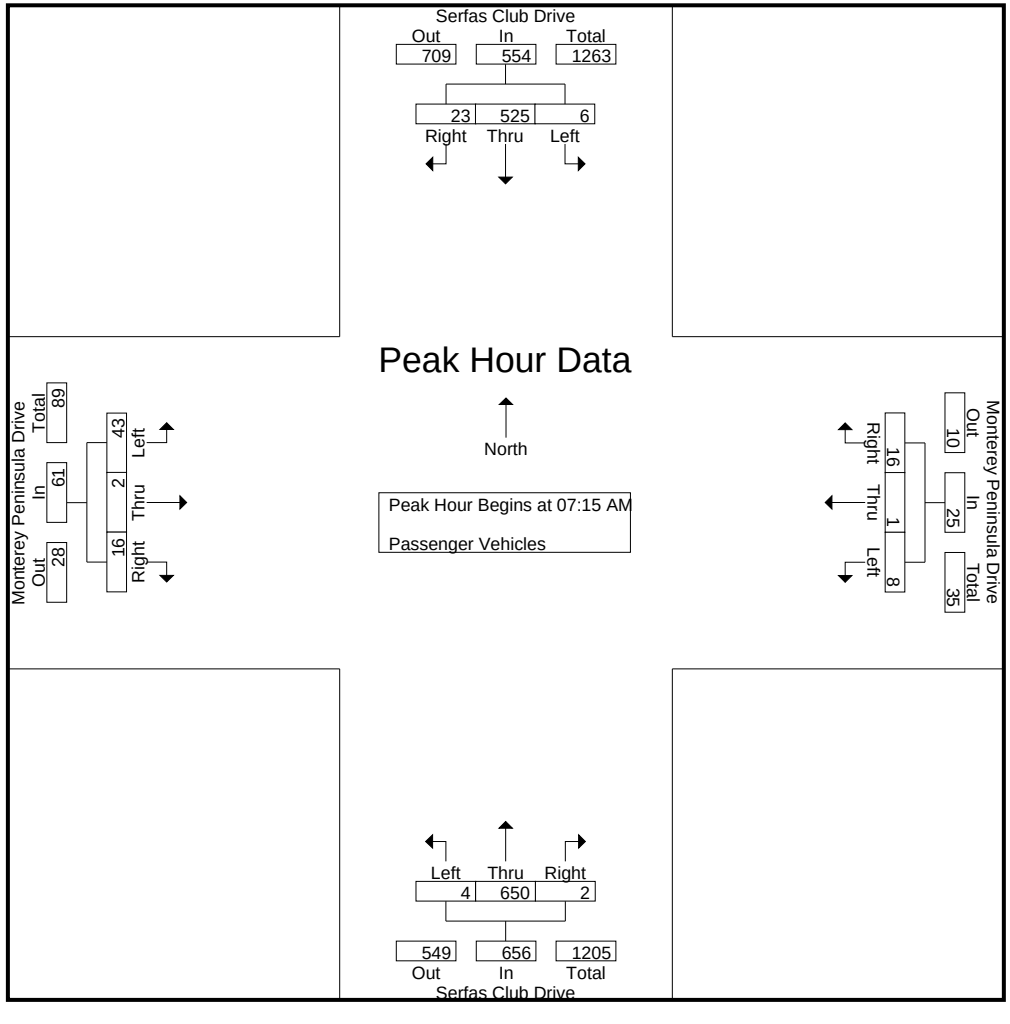
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	87	4	0	92	3	0	4	3	7	0	190	1	0	191	11	1	2	1	14	4	304	308
07:15 AM	1	117	2	0	120	1	0	1	1	2	2	162	0	0	164	8	0	5	4	13	5	299	304
07:30 AM	2	138	4	0	144	2	1	3	2	6	1	166	1	0	168	8	1	2	2	11	4	329	333
07:45 AM	1	141	5	0	147	4	0	7	5	11	1	170	0	0	171	16	1	4	3	21	8	350	358
Total	5	483	15	0	503	10	1	15	11	26	4	688	2	0	694	43	3	13	10	59	21	1282	1303
08:00 AM	2	129	12	0	143	1	0	5	2	6	0	152	1	0	153	11	0	5	4	16	6	318	324
08:15 AM	6	121	7	0	134	3	0	5	4	8	1	128	0	0	129	10	0	3	2	13	6	284	290
08:30 AM	3	131	7	1	141	1	0	1	0	2	1	129	2	0	132	6	0	2	1	8	2	283	285
08:45 AM	2	95	10	0	107	0	0	3	0	3	0	114	0	0	114	7	0	2	2	9	2	233	235
Total	13	476	36	1	525	5	0	14	6	19	2	523	3	0	528	34	0	12	9	46	16	1118	1134
Grand Total	18	959	51	1	1028	15	1	29	17	45	6	1211	5	0	1222	77	3	25	19	105	37	2400	2437
Apprch %	1.8	93.3	5			33.3	2.2	64.4			0.5	99.1	0.4			73.3	2.9	23.8					
Total %	0.8	40	2.1		42.8	0.6	0	1.2		1.9	0.2	50.5	0.2		50.9	3.2	0.1	1		4.4	1.5	98.5	

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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	117	2	120	1	0	1	2	**2**	162	0	164	8	0	**5**	13	299
07:30 AM	**2**	138	4	144	2	**1**	3	6	1	166	**1**	168	8	**1**	2	11	329
07:45 AM	1	**141**	5	**147**	**4**	0	**7**	**11**	1	**170**	0	**171**	**16**	1	4	**21**	**350**
08:00 AM	2	129	**12**	143	1	0	5	6	0	152	1	153	11	0	5	16	318
Total Volume	6	525	23	554	8	1	16	25	4	650	2	656	43	2	16	61	1296
% App. Total	1.1	94.8	4.2		32	4	64		0.6	99.1	0.3		70.5	3.3	26.2		
PHF	.750	.931	.479	.942	.500	.250	.571	.568	.500	.956	.500	.959	.672	.500	.800	.726	.926

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City of Corona
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File Name : 06_COR_SC_MP AM
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	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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	117	2	120	1	0	1	2	**2**	162	0	164	8	0	**5**	13	
+15 mins.	**2**	138	4	144	2	**1**	3	6	1	166	**1**	168	8	**1**	2	11	
+30 mins.	1	**141**	5	**147**	**4**	0	**7**	**11**	1	**170**	0	**171**	**16**	1	4	**21**	
+45 mins.	2	129	**12**	143	1	0	5	6	0	152	1	153	11	0	5	16	
Total Volume	6	525	23	554	8	1	16	25	4	650	2	656	43	2	16	61	
% App. Total	1.1	94.8	4.2		32	4	64		0.6	99.1	0.3		70.5	3.3	26.2		
PHF	.750	.931	.479	.942	.500	.250	.571	.568	.500	.956	.500	.959	.672	.500	.800	.726	

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City of Corona
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E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

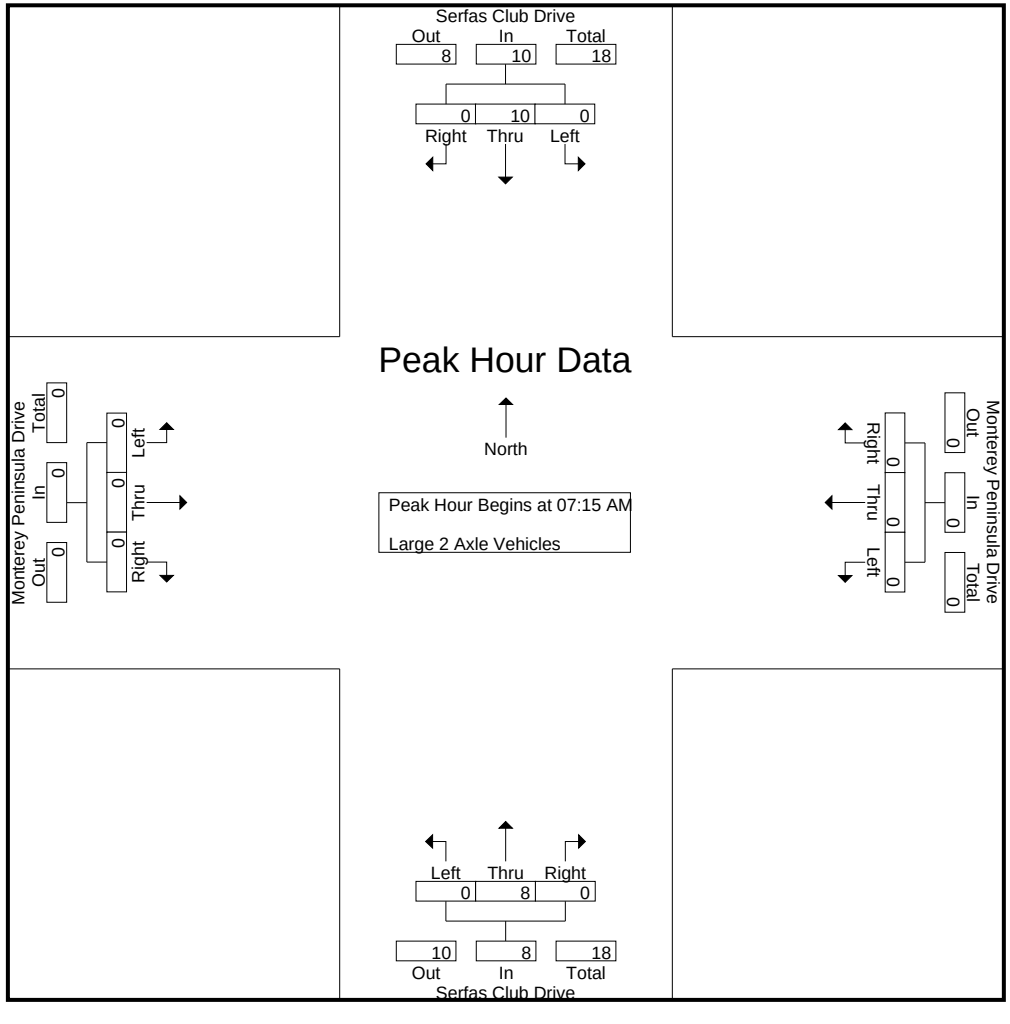
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	5	6
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
Total	0	8	0	0	8	0	0	1	1	1	0	9	0	0	9	0	0	0	0	0	1	18	19
08:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
08:15 AM	1	1	0	0	2	0	0	2	1	2	0	1	1	0	2	0	0	0	0	0	1	6	7
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
Total	1	10	0	0	11	0	0	2	1	2	0	5	1	0	6	0	0	0	0	0	1	19	20
Grand Total	1	18	0	0	19	0	0	3	2	3	0	14	1	0	15	0	0	0	0	0	2	37	39
Apprch %	5.3	94.7	0			0	0	100			0	93.3	6.7			0	0	0					
Total %	2.7	48.6	0		51.4	0	0	8.1		8.1	0	37.8	2.7		40.5	0	0	0		0	5.1	94.9	

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
07:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	**5**
07:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:00 AM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	10	0	10	0	0	0	0	0	8	0	8	0	0	0	0	18
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.900

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City of Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
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	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	
+45 mins.	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	10	0	10	0	0	0	0	0	8	0	8	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	

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File Name : 06_COR_SC_MP AM
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Groups Printed- 3 Axle Vehicles

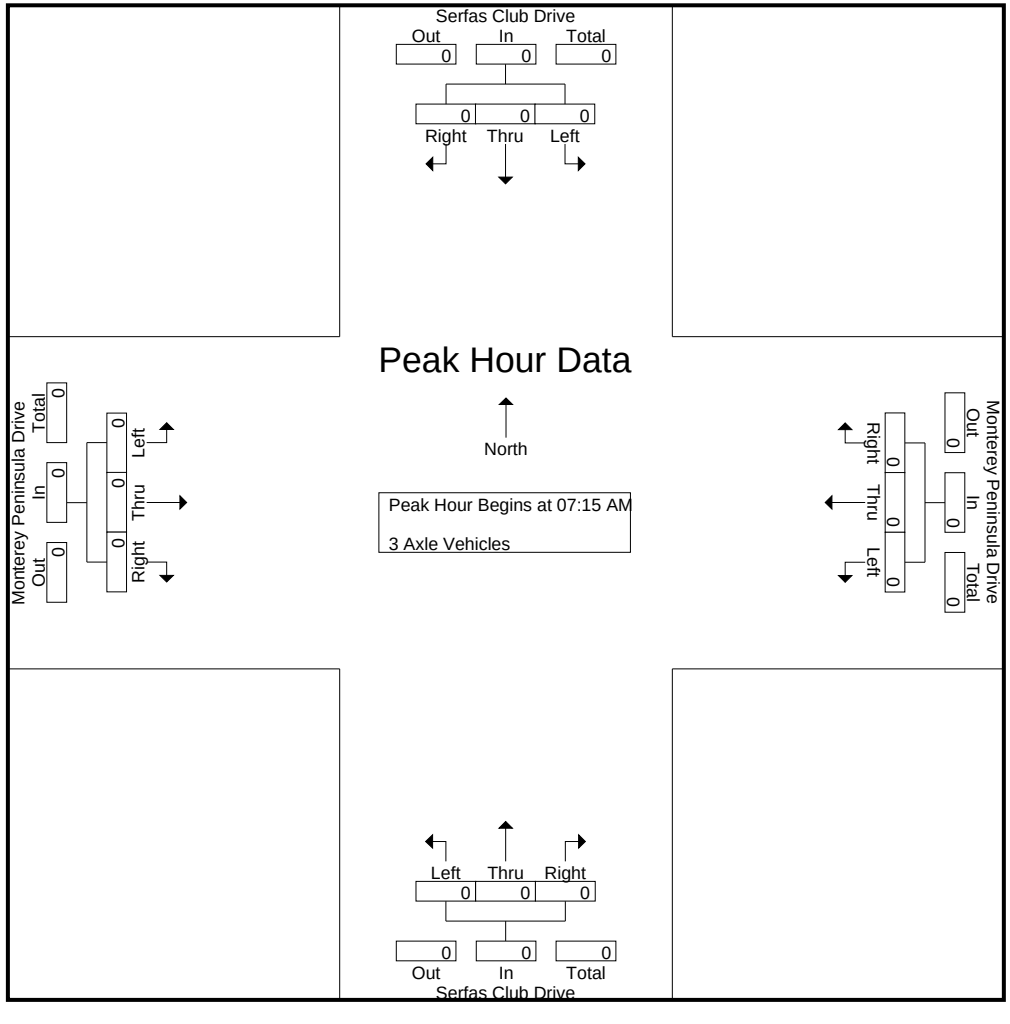
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	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	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
Apprch %	0	100	0			100	0	0			0	0	0			0	0	0					
Total %	0	50	0		50	50	0	0		50	0	0	0		0	0	0	0		0	0	100	

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0
08:00 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	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Corona
N/S: Serfas Club Drive
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Weather: Clear

File Name : 06_COR_SC_MP AM
Site Code : 05123322
Start Date : 4/11/2023
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Site Code : 05123322
Start Date : 4/11/2023

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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Page No : 1

Groups Printed- 4+ Axle Trucks

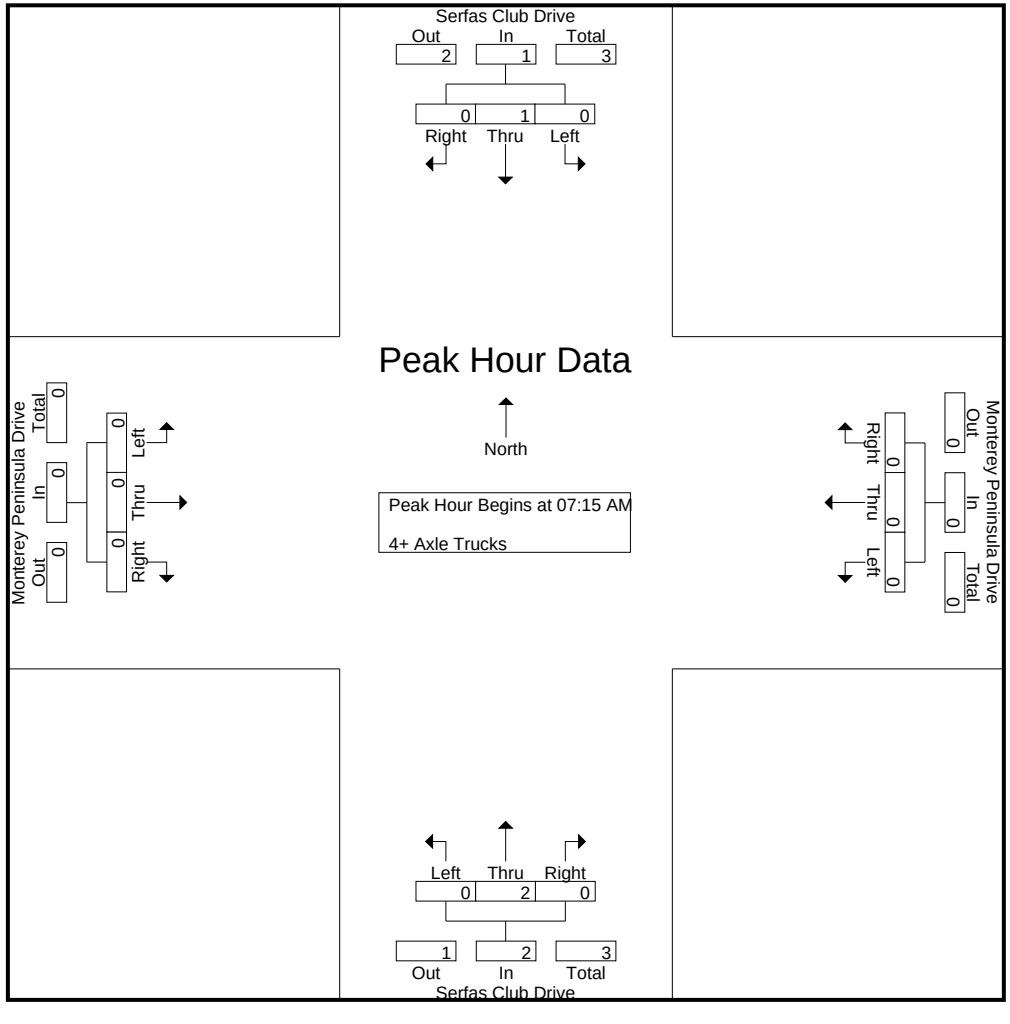
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
Total	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	6
Grand Total	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9	9
Apprch %	20	80	0			0	0	0			0	100	0			0	0	0					
Total %	11.1	44.4	0		55.6	0	0	0		0	0	44.4	0		44.4	0	0	0		0	0	100	

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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	0	0	0	0	**2**	0	**2**	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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City of Corona
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Weather: Clear

File Name : 06_COR_SC_MP AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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File Name : 06_COR_SC_MP AM
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Start Date : 4/11/2023

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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	0	0	0	0	**2**	0	**2**	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	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	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	

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File Name : 06_COR_SC_MP PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

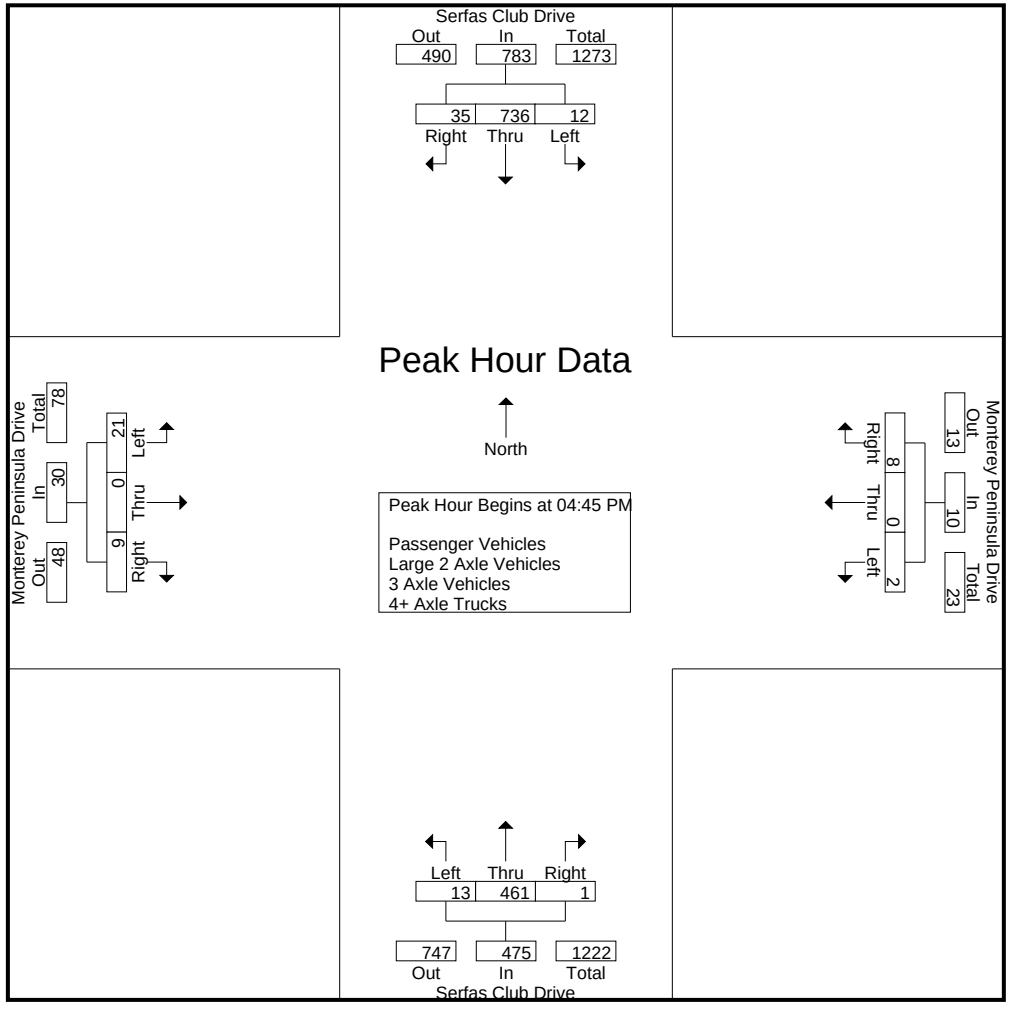
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	210	10	0	222	1	0	3	1	4	4	122	2	0	128	1	0	2	1	3	2	357	359
04:15 PM	4	172	6	0	182	0	0	1	1	1	1	94	0	0	95	5	0	2	1	7	2	285	287
04:30 PM	3	198	8	0	209	0	0	2	1	2	1	104	2	0	107	3	0	2	2	5	3	323	326
04:45 PM	5	196	8	1	209	1	0	2	1	3	4	87	0	0	91	5	0	0	0	5	2	308	310
Total	14	776	32	1	822	2	0	8	4	10	10	407	4	0	421	14	0	6	4	20	9	1273	1282
05:00 PM	2	181	6	2	189	1	0	2	2	3	4	121	0	0	125	6	0	5	5	11	9	328	337
05:15 PM	3	194	7	1	204	0	0	2	2	2	4	116	1	0	121	8	0	2	1	10	4	337	341
05:30 PM	2	165	14	1	181	0	0	2	1	2	1	137	0	0	138	2	0	2	2	4	4	325	329
05:45 PM	4	151	7	0	162	1	0	3	1	4	0	128	1	0	129	8	0	4	2	12	3	307	310
Total	11	691	34	4	736	2	0	9	6	11	9	502	2	0	513	24	0	13	10	37	20	1297	1317
Grand Total	25	1467	66	5	1558	4	0	17	10	21	19	909	6	0	934	38	0	19	14	57	29	2570	2599
Apprch %	1.6	94.2	4.2			19	0	81			2	97.3	0.6			66.7	0	33.3					
Total %	1	57.1	2.6		60.6	0.2	0	0.7		0.8	0.7	35.4	0.2		36.3	1.5	0	0.7		2.2	1.1	98.9	
Passenger Vehicles	25	1458	66		1554	4	0	16		29	19	884	5		908	38	0	19		71	0	0	2562
% Passenger Vehicles	100	99.4	100	100	99.4	100	0	94.1	90	93.5	100	97.2	83.3	0	97.2	100	0	100	100	100	0	0	98.6
Large 2 Axle Vehicles	0	6	0		6	0	0	1		2	0	12	1		13	0	0	0		0	0	0	21
% Large 2 Axle Vehicles	0	0.4	0	0	0.4	0	0	5.9	10	6.5	0	1.3	16.7	0	1.4	0	0	0	0	0	0	0	0.8
3 Axle Vehicles	0	1	0		1	0	0	0		0	0	4	0		4	0	0	0		0	0	0	5
% 3 Axle Vehicles	0	0.1	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	2	0		2	0	0	0		0	0	9	0		9	0	0	0		0	0	0	11
% 4+ Axle Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0.4

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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 04:45 PM																	
04:45 PM	**5**	**196**	8	**209**	**1**	0	**2**	**3**	**4**	87	0	91	5	0	0	5	308
05:00 PM	2	181	6	189	1	0	2	3	4	121	0	125	6	0	**5**	**11**	328
05:15 PM	3	194	7	204	0	0	2	2	4	116	**1**	121	**8**	0	2	10	**337**
05:30 PM	2	165	**14**	181	0	0	2	2	1	**137**	0	**138**	2	0	2	4	325
Total Volume	12	736	35	783	2	0	8	10	13	461	1	475	21	0	9	30	1298
% App. Total	1.5	94	4.5		20	0	80		2.7	97.1	0.2		70	0	30		
PHF	.600	.939	.625	.937	.500	.000	1.00	.833	.813	.841	.250	.861	.656	.000	.450	.682	.963

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	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	2	**210**	**10**	**222**	**1**	0	2	3	**4**	121	0	125	6	0	**5**	11	
+15 mins.	4	172	6	182	0	0	2	2	4	116	**1**	121	**8**	0	2	10	
+30 mins.	3	198	8	209	0	0	2	2	1	**137**	0	**138**	2	0	2	4	
+45 mins.	**5**	196	8	209	1	0	**3**	**4**	0	128	1	129	8	0	4	**12**	
Total Volume	14	776	32	822	2	0	9	11	9	502	2	513	24	0	13	37	
% App. Total	1.7	94.4	3.9		18.2	0	81.8		1.8	97.9	0.4		64.9	0	35.1		
PHF	.700	.924	.800	.926	.500	.000	.750	.688	.563	.916	.500	.929	.750	.000	.650	.771	

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Groups Printed- Passenger Vehicles

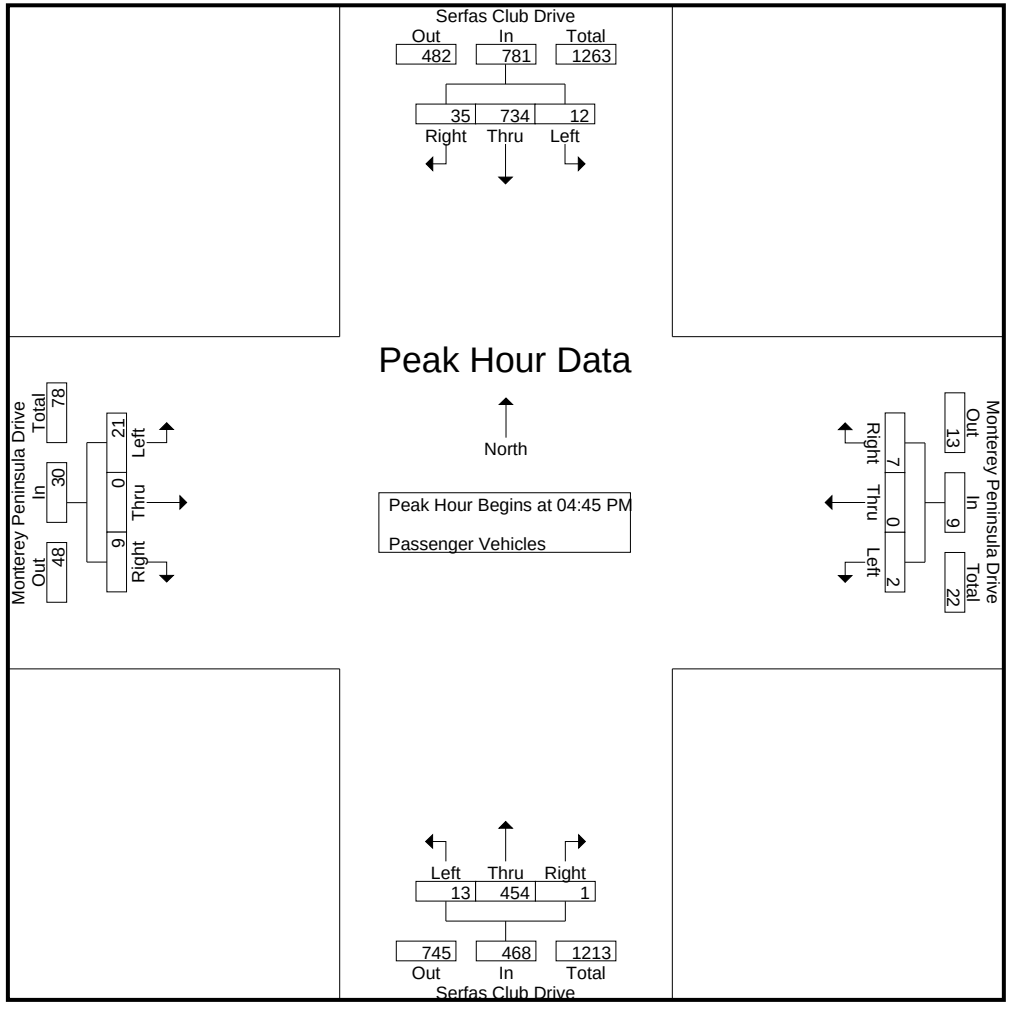
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	208	10	0	220	1	0	3	1	4	4	118	2	0	124	1	0	2	1	3	2	351	353
04:15 PM	4	170	6	0	180	0	0	1	1	1	1	89	0	0	90	5	0	2	1	7	2	278	280
04:30 PM	3	195	8	0	206	0	0	2	1	2	1	99	1	0	101	3	0	2	2	5	3	314	317
04:45 PM	5	195	8	1	208	1	0	1	0	2	4	85	0	0	89	5	0	0	0	5	1	304	305
Total	14	768	32	1	814	2	0	7	3	9	10	391	3	0	404	14	0	6	4	20	8	1247	1255
05:00 PM	2	181	6	2	189	1	0	2	2	3	4	120	0	0	124	6	0	5	5	11	9	327	336
05:15 PM	3	193	7	1	203	0	0	2	2	2	4	115	1	0	120	8	0	2	1	10	4	335	339
05:30 PM	2	165	14	1	181	0	0	2	1	2	1	134	0	0	135	2	0	2	2	4	4	322	326
05:45 PM	4	151	7	0	162	1	0	3	1	4	0	124	1	0	125	8	0	4	2	12	3	303	306
Total	11	690	34	4	735	2	0	9	6	11	9	493	2	0	504	24	0	13	10	37	20	1287	1307
Grand Total	25	1458	66	5	1549	4	0	16	9	20	19	884	5	0	908	38	0	19	14	57	28	2534	2562
Apprch %	1.6	94.1	4.3			20	0	80			2.1	97.4	0.6			66.7	0	33.3					
Total %	1	57.5	2.6		61.1	0.2	0	0.6		0.8	0.7	34.9	0.2		35.8	1.5	0	0.7		2.2	1.1	98.9	

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**5**	**195**	8	**208**	**1**	0	1	2	**4**	85	0	89	5	0	0	5	304
05:00 PM	2	181	6	189	1	0	**2**	**3**	4	120	0	124	6	0	**5**	**11**	327
05:15 PM	3	193	7	203	0	0	2	2	4	115	**1**	120	**8**	0	2	10	**335**
05:30 PM	2	165	**14**	181	0	0	2	2	1	**134**	0	**135**	2	0	2	4	322
Total Volume	12	734	35	781	2	0	7	9	13	454	1	468	21	0	9	30	1288
% App. Total	1.5	94	4.5		22.2	0	77.8		2.8	97	0.2		70	0	30		
PHF	.600	.941	.625	.939	.500	.000	.875	.750	.813	.847	.250	.867	.656	.000	.450	.682	.961

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	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	**5**	**195**	8	**208**	**1**	0	1	2	**4**	85	0	89	5	0	0	5	
+15 mins.	2	181	6	189	1	0	**2**	**3**	4	120	0	124	6	0	**5**	**11**	
+30 mins.	3	193	7	203	0	0	2	2	4	115	**1**	120	**8**	0	2	10	
+45 mins.	2	165	**14**	181	0	0	2	2	1	**134**	0	**135**	2	0	2	4	
Total Volume	12	734	35	781	2	0	7	9	13	454	1	468	21	0	9	30	
% App. Total	1.5	94	4.5		22.2	0	77.8		2.8	97	0.2		70	0	30		
PHF	.600	.941	.625	.939	.500	.000	.875	.750	.813	.847	.250	.867	.656	.000	.450	.682	

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Groups Printed- Large 2 Axle Vehicles

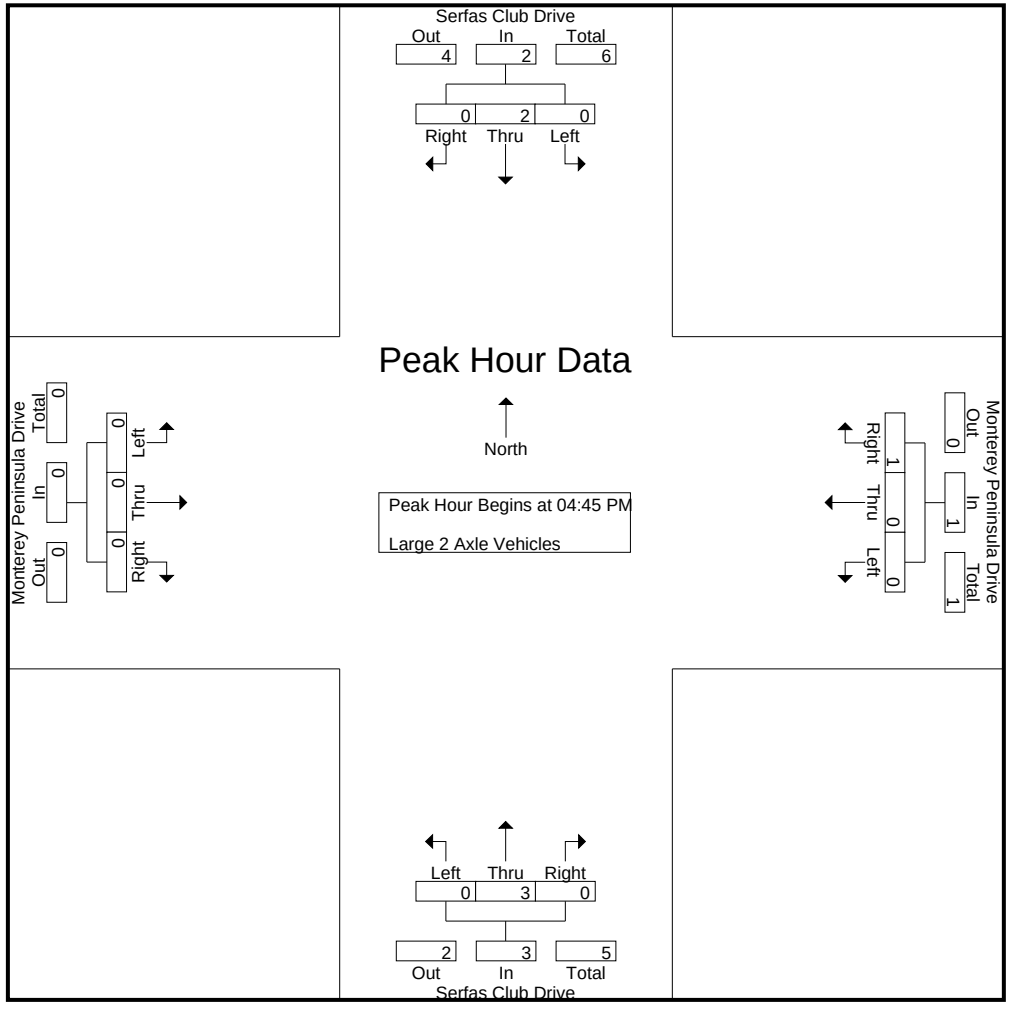
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5	5
04:45 PM	0	1	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2	3
Total	0	5	0	0	5	0	0	1	1	1	0	6	1	0	7	0	0	0	0	0	1	13	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	7
Grand Total	0	6	0	0	6	0	0	1	1	1	0	12	1	0	13	0	0	0	0	0	1	20	21
Apprch %	0	100	0			0	0	100			0	92.3	7.7			0	0	0					
Total %	0	30	0		30	0	0	5		5	0	60	5		65	0	0	0		0	4.8	95.2	

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	0	2	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.750

Counts Unlimited, Inc.
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(951)268-6268

City of Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 3

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	**1**	0	**1**	0	0	**1**	**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	1	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
Total Volume	0	2	0	2	0	0	1	1	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	

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City of Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

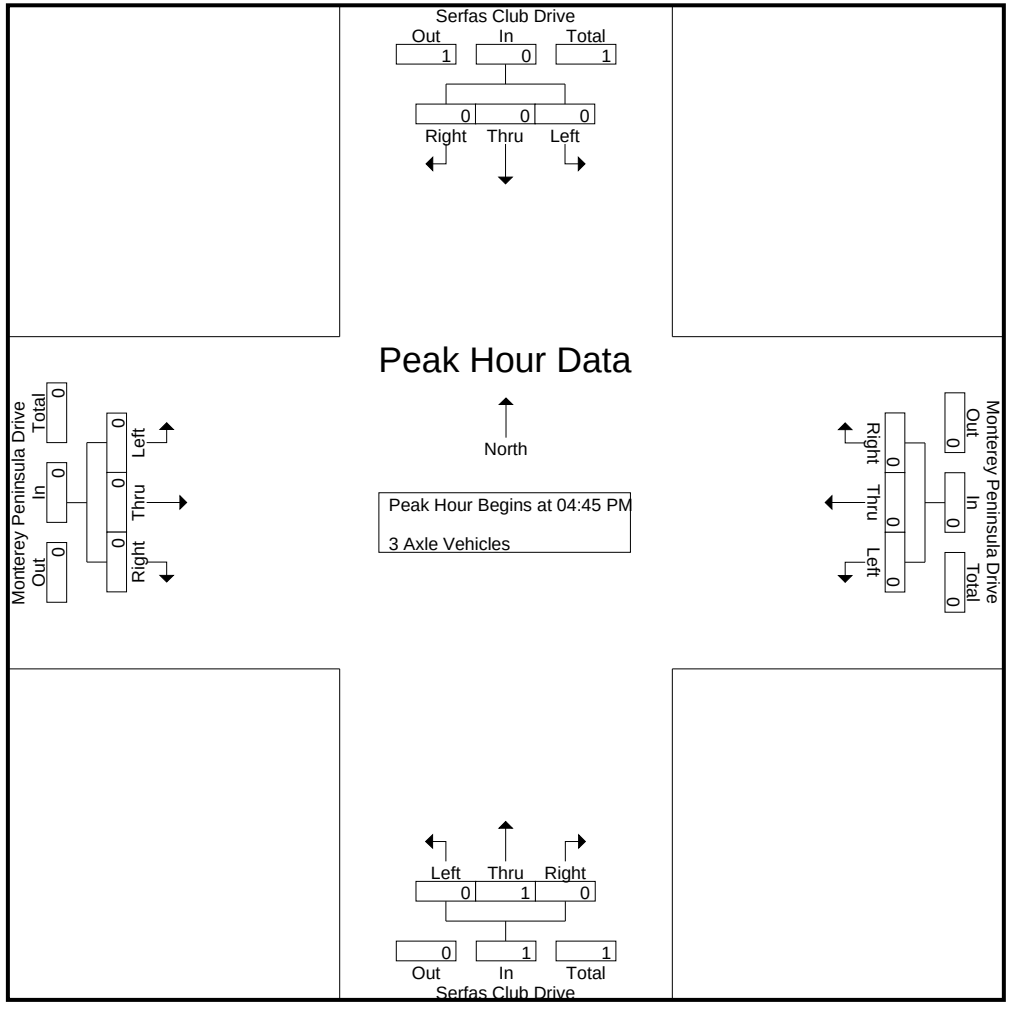
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
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	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
05:00 PM	0	0	0	0	0	0	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	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	0	0	0	0	0	0
05:45 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	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	5
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	20	0		20	0	0	0		0	0	80	0		80	0	0	0		0	0	100	

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	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
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
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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City of Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Serfas Club Drive
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Page No : 3

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+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	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	0	0	0	0	0	1	0	1	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	

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City of Corona
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E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

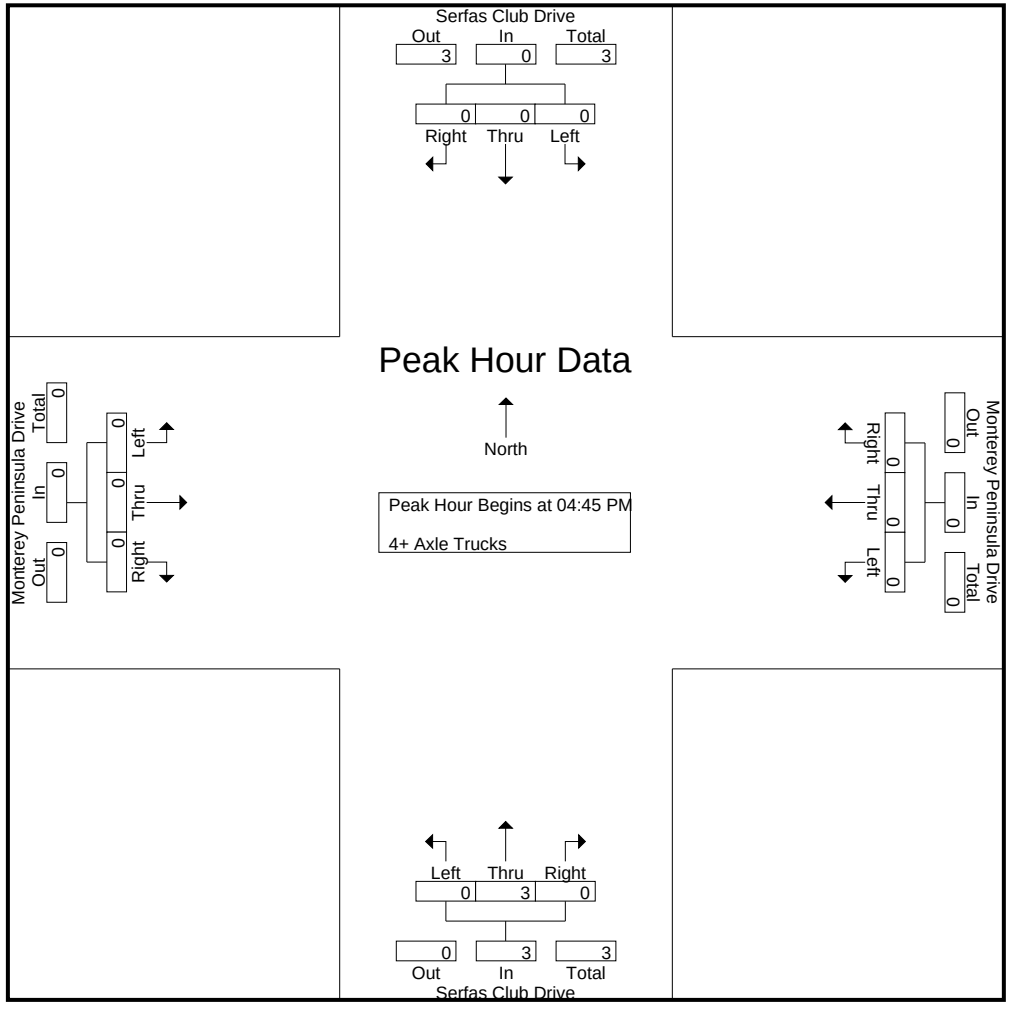
	Serfas Club Drive Southbound					Monterey Peninsula Drive Westbound					Serfas Club Drive Northbound					Monterey Peninsula Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
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	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	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	2	0	0	2	0	0	0	0	0	0	2	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	11	11
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	18.2	0		18.2	0	0	0		0	0	81.8	0		81.8	0	0	0		0	0	100	

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
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	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

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City of Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



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City of Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive
Weather: Clear

File Name : 06_COR_SC_MP PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 3

	Serfas Club Drive Southbound				Monterey Peninsula Drive Westbound				Serfas Club Drive Northbound				Monterey Peninsula Drive Eastbound				
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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+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	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	1	0	1	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	

Location: Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive

Date: 4/11/2023
Day: Tuesday

PEDESTRIANS

	North Leg Serfas Club Drive	East Leg Monterey Peninsula Drive	South Leg Serfas Club Drive	West Leg Monterey Peninsula Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	1	2
7:30 AM	2	0	0	2	4
7:45 AM	3	0	0	0	3
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	2	2
8:45 AM	0	0	0	3	3
TOTAL VOLUMES:	6	1	0	8	15

	North Leg Serfas Club Drive	East Leg Monterey Peninsula Drive	South Leg Serfas Club Drive	West Leg Monterey Peninsula Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	1	0	0	3	4
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	3	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	8	9

Location: Corona
N/S: Serfas Club Drive
E/W: Monterey Peninsula Drive

Date: 4/11/2023
Day: Tuesday

BICYCLES

	Southbound Serfas Club Drive			Westbound Monterey Peninsula Drive			Northbound Serfas Club Drive			Eastbound Monterey Peninsula Drive			
	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	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	0	0	0	0	0	0	0	0	0	3

	Southbound Serfas Club Drive			Westbound Monterey Peninsula Drive			Northbound Serfas Club Drive			Eastbound Monterey Peninsula Drive			
	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	1	0	0	0	0	0	1	0	0	0	0	2
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	1	0	0	0	0	0	1	0	0	0	0	2

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

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

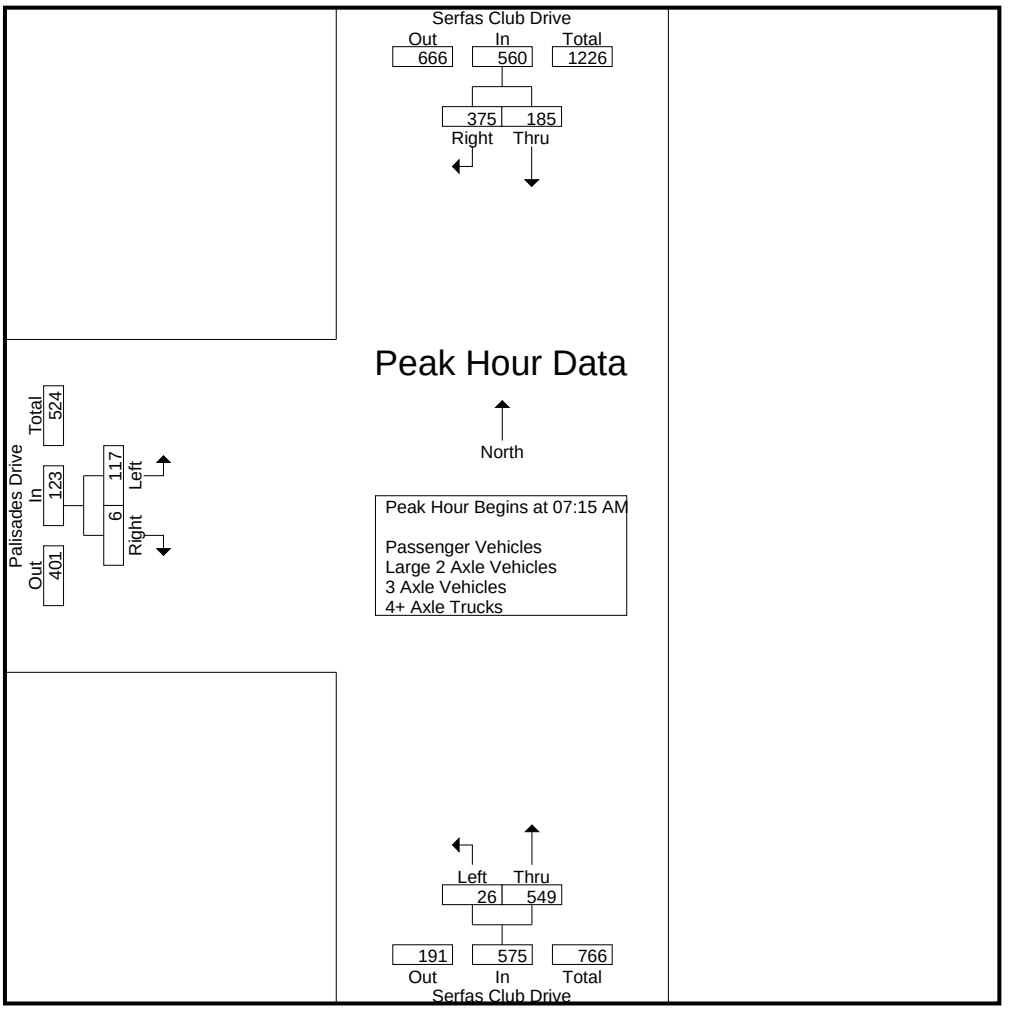
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	35	67	25	102	4	170	174	20	1	1	21	26	297	323
07:15 AM	50	65	14	115	5	136	141	33	1	1	34	15	290	305
07:30 AM	44	105	21	149	2	139	141	33	0	0	33	21	323	344
07:45 AM	47	106	24	153	11	150	161	24	4	3	28	27	342	369
Total	176	343	84	519	22	595	617	110	6	5	116	89	1252	1341
08:00 AM	44	99	24	143	8	124	132	27	1	0	28	24	303	327
08:15 AM	59	71	7	130	2	119	121	17	1	1	18	8	269	277
08:30 AM	64	66	4	130	5	111	116	23	3	2	26	6	272	278
08:45 AM	55	51	9	106	3	100	103	17	1	1	18	10	227	237
Total	222	287	44	509	18	454	472	84	6	4	90	48	1071	1119
Grand Total	398	630	128	1028	40	1049	1089	194	12	9	206	137	2323	2460
Apprch %	38.7	61.3			3.7	96.3		94.2	5.8					
Total %	17.1	27.1		44.3	1.7	45.2	46.9	8.4	0.5		8.9	5.6	94.4	
Passenger Vehicles	383	607		1117	39	1034	1073	185	11		205	0	0	2395
% Passenger Vehicles	96.2	96.3	99.2	96.6	97.5	98.6	98.5	95.4	91.7	100	95.3	0	0	97.4
Large 2 Axle Vehicles	11	21		33	1	13	14	8	0		8	0	0	55
% Large 2 Axle Vehicles	2.8	3.3	0.8	2.9	2.5	1.2	1.3	4.1	0	0	3.7	0	0	2.2
3 Axle Vehicles	1	1		2	0	0	0	0	1		1	0	0	3
% 3 Axle Vehicles	0.3	0.2	0	0.2	0	0	0	0	8.3	0	0.5	0	0	0.1
4+ Axle Trucks	3	1		4	0	2	2	1	0		1	0	0	7
% 4+ Axle Trucks	0.8	0.2	0	0.3	0	0.2	0.2	0.5	0	0	0.5	0	0	0.3

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive 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 07:15 AM										
07:15 AM	**50**	65	115	5	136	141	**33**	1	**34**	290
07:30 AM	44	105	149	2	139	141	33	0	33	323
07:45 AM	47	**106**	**153**	**11**	**150**	**161**	24	**4**	28	**342**
08:00 AM	44	99	143	8	124	132	27	1	28	303
Total Volume	185	375	560	26	549	575	117	6	123	1258
% App. Total	33	67		4.5	95.5		95.1	4.9		
PHF	.925	.884	.915	.591	.915	.893	.886	.375	.904	.920

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali AM
Site Code : 05123322
Start Date : 4/11/2023
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			07:00 AM			07:15 AM		
+0 mins.	44	105	149	4	**170**	**174**	**33**	1	**34**
+15 mins.	47	**106**	**153**	5	136	141	33	0	33
+30 mins.	44	99	143	2	139	141	24	**4**	28
+45 mins.	**59**	71	130	**11**	150	161	27	1	28
Total Volume	194	381	575	22	595	617	117	6	123
% App. Total	33.7	66.3		3.6	96.4		95.1	4.9	
PHF	.822	.899	.940	.500	.875	.886	.886	.375	.904

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali AM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- Passenger Vehicles

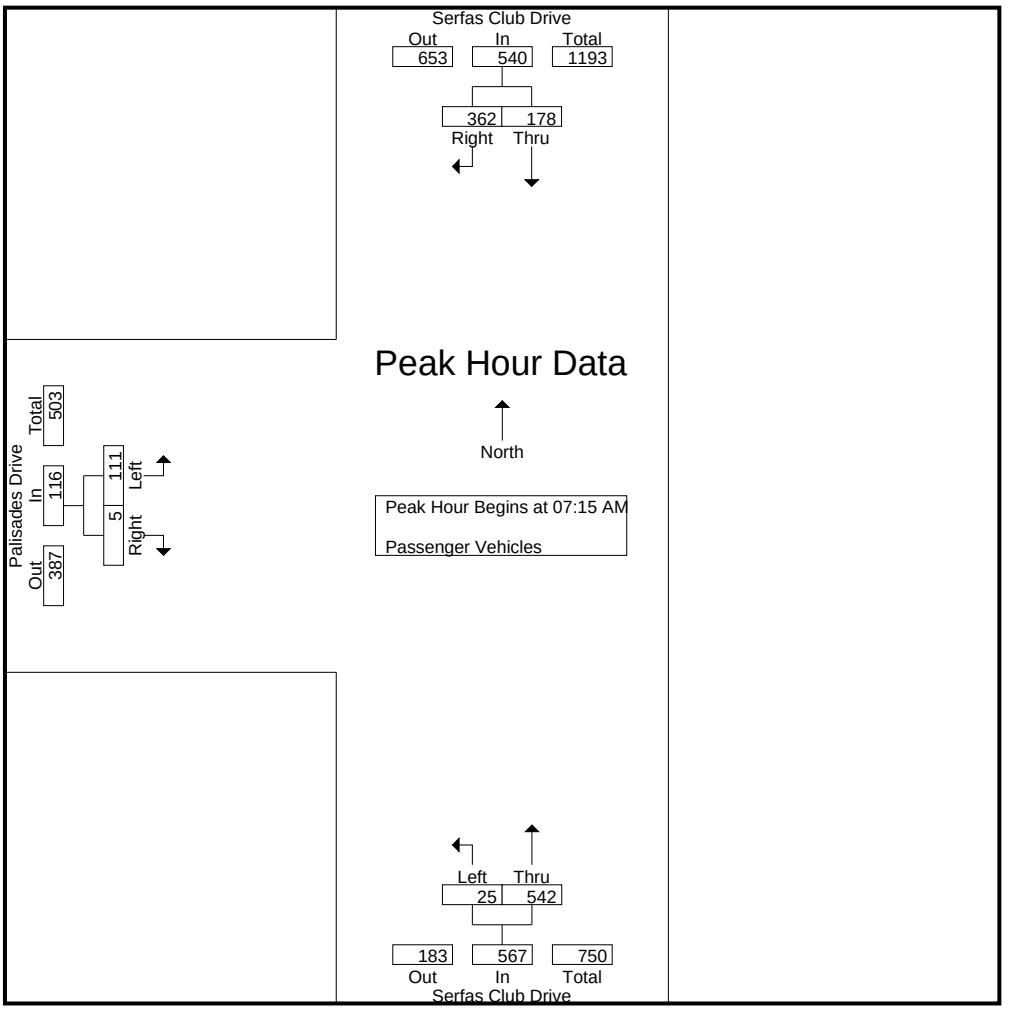
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	33	64	24	97	4	169	173	19	1	1	20	25	290	315
07:15 AM	47	64	14	111	5	135	140	29	1	1	30	15	281	296
07:30 AM	44	100	21	144	2	136	138	32	0	0	32	21	314	335
07:45 AM	47	102	24	149	11	147	158	23	3	3	26	27	333	360
Total	171	330	83	501	22	587	609	103	5	5	108	88	1218	1306
08:00 AM	40	96	24	136	7	124	131	27	1	0	28	24	295	319
08:15 AM	57	70	7	127	2	118	120	17	1	1	18	8	265	273
08:30 AM	63	63	4	126	5	108	113	22	3	2	25	6	264	270
08:45 AM	52	48	9	100	3	97	100	16	1	1	17	10	217	227
Total	212	277	44	489	17	447	464	82	6	4	88	48	1041	1089
Grand Total	383	607	127	990	39	1034	1073	185	11	9	196	136	2259	2395
Apprch %	38.7	61.3			3.6	96.4		94.4	5.6					
Total %	17	26.9		43.8	1.7	45.8	47.5	8.2	0.5		8.7	5.7	94.3	

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	**47**	64	111	5	135	140	29	1	30	281
07:30 AM	44	100	144	2	136	138	**32**	0	**32**	314
07:45 AM	47	**102**	**149**	**11**	**147**	**158**	23	**3**	26	**333**
08:00 AM	40	96	136	7	124	131	27	1	28	295
Total Volume	178	362	540	25	542	567	111	5	116	1223
% App. Total	33	67		4.4	95.6		95.7	4.3		
PHF	.947	.887	.906	.568	.922	.897	.867	.417	.906	.918

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali AM
Site Code : 05123322
Start Date : 4/11/2023
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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		
+0 mins.	**47**	64	111	5	135	140	29	1	30
+15 mins.	44	100	144	2	136	138	**32**	0	**32**
+30 mins.	47	**102**	**149**	**11**	**147**	**158**	23	**3**	26
+45 mins.	40	96	136	7	124	131	27	1	28
Total Volume	178	362	540	25	542	567	111	5	116
% App. Total	33	67		4.4	95.6		95.7	4.3	
PHF	.947	.887	.906	.568	.922	.897	.867	.417	.906

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali AM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- Large 2 Axle Vehicles

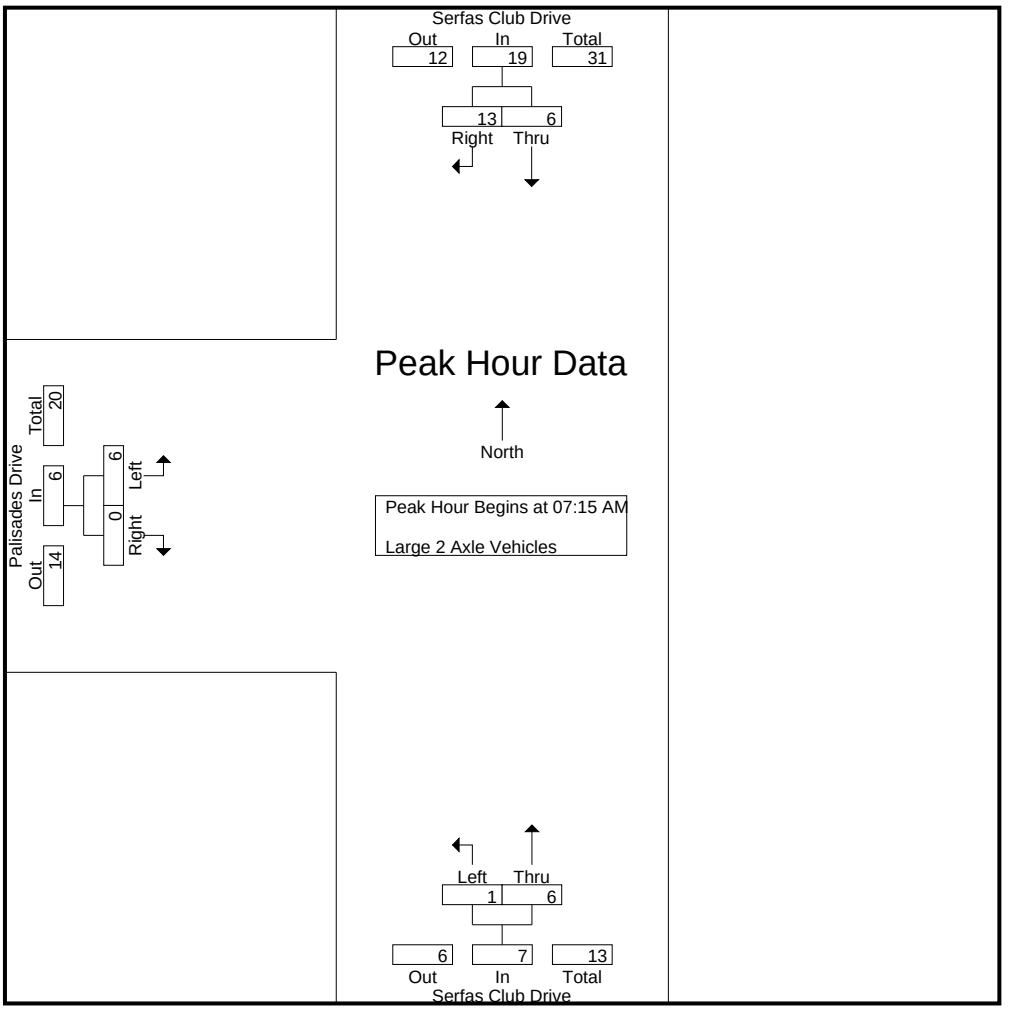
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	2	1	3	0	1	1	1	0	0	1	1	5	6
07:15 AM	3	1	0	4	0	0	0	4	0	0	4	0	8	8
07:30 AM	0	5	0	5	0	3	3	1	0	0	1	0	9	9
07:45 AM	0	4	0	4	0	3	3	1	0	0	1	0	8	8
Total	4	12	1	16	0	7	7	7	0	0	7	1	30	31
08:00 AM	3	3	0	6	1	0	1	0	0	0	0	0	7	7
08:15 AM	1	1	0	2	0	1	1	0	0	0	0	0	3	3
08:30 AM	1	3	0	4	0	3	3	1	0	0	1	0	8	8
08:45 AM	2	2	0	4	0	2	2	0	0	0	0	0	6	6
Total	7	9	0	16	1	6	7	1	0	0	1	0	24	24
Grand Total	11	21	1	32	1	13	14	8	0	0	8	1	54	55
Apprch %	34.4	65.6			7.1	92.9		100	0					
Total %	20.4	38.9		59.3	1.9	24.1	25.9	14.8	0		14.8	1.8	98.2	

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	**3**	1	4	0	0	0	**4**	0	**4**	8
07:30 AM	0	**5**	5	0	**3**	**3**	1	0	1	**9**
07:45 AM	0	4	4	0	3	3	1	0	1	8
08:00 AM	3	3	**6**	**1**	0	1	0	0	0	7
Total Volume	6	13	19	1	6	7	6	0	6	32
% App. Total	31.6	68.4		14.3	85.7		100	0		
PHF	.500	.650	.792	.250	.500	.583	.375	.000	.375	.889

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali AM
Site Code : 05123322
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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		
+0 mins.	**3**	1	4	0	0	0	**4**	0	**4**
+15 mins.	0	**5**	5	0	**3**	**3**	1	0	1
+30 mins.	0	4	4	0	3	3	1	0	1
+45 mins.	3	3	**6**	**1**	0	1	0	0	0
Total Volume	6	13	19	1	6	7	6	0	6
% App. Total	31.6	68.4		14.3	85.7		100	0	
PHF	.500	.650	.792	.250	.500	.583	.375	.000	.375

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City of Corona
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E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali AM
Site Code : 05123322
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Groups Printed- 3 Axle Vehicles

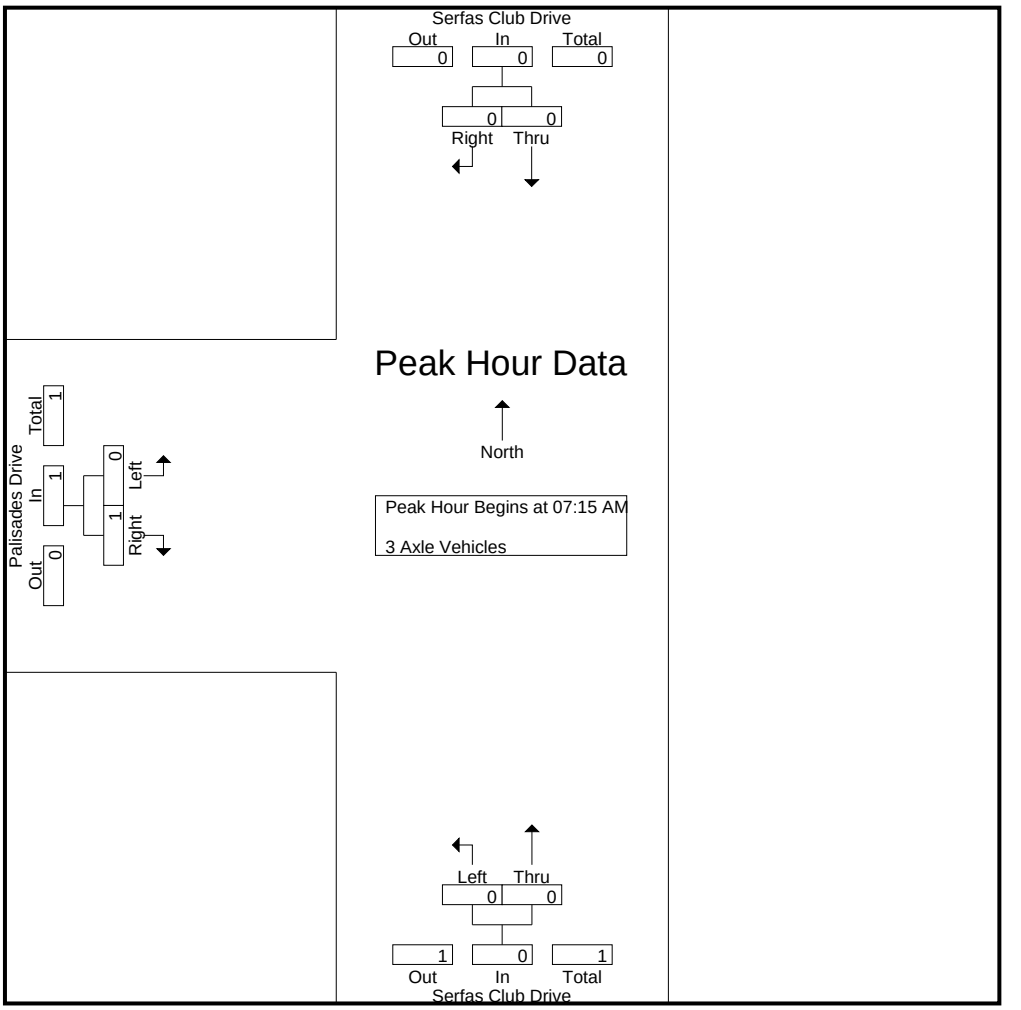
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	1	0	1	0	0	0	0	1	0	1	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1	1
Grand Total	1	1	0	2	0	0	0	0	1	0	1	0	3	3
Apprch %	50	50			0	0		0	100					
Total %	33.3	33.3		66.7	0	0	0	0	33.3		33.3	0	100	

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	**1**	**1**	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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City of Corona
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File Name : 07_COR_SC_Pali AM
Site Code : 05123322
Start Date : 4/11/2023
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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		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	**1**	**1**
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali AM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

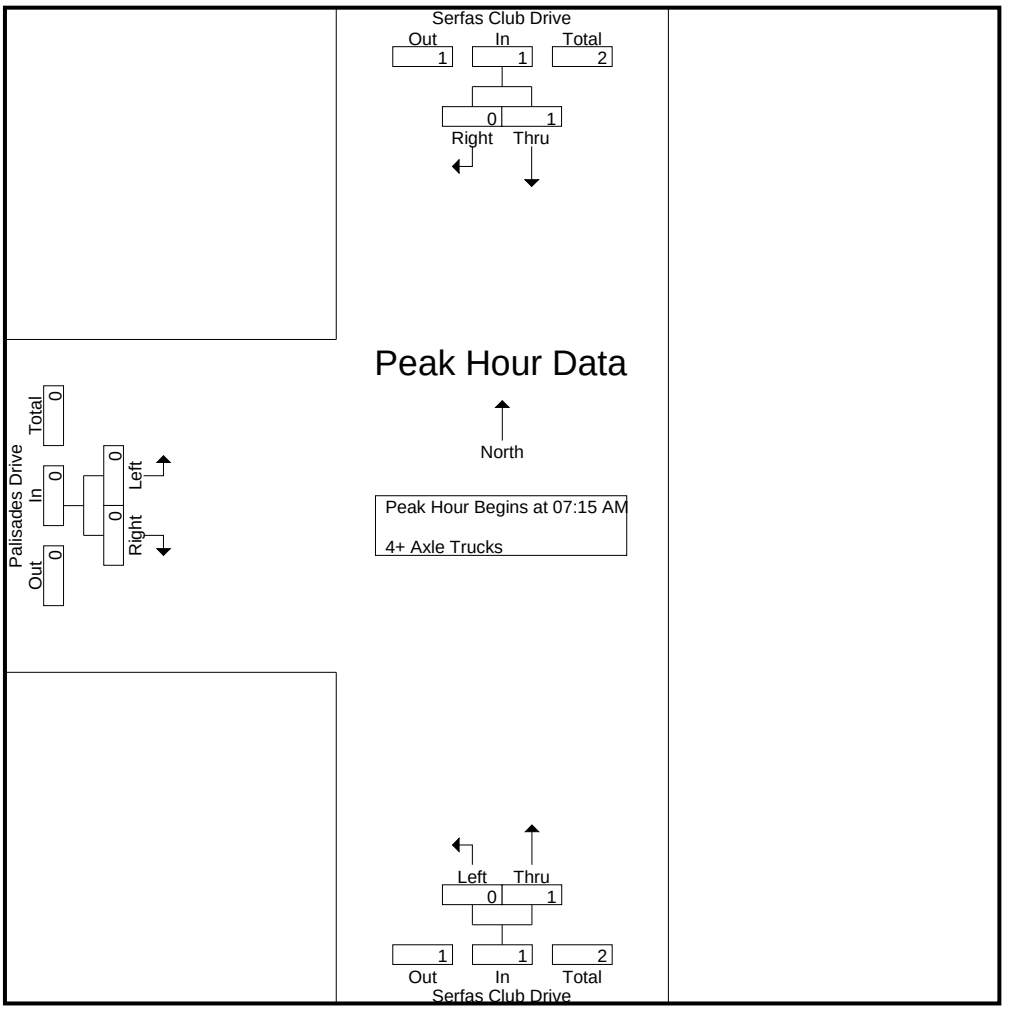
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1
07:30 AM	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	0	0	0	0	0
Total	1	0	0	1	0	1	1	0	0	0	0	0	2	2
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
08:15 AM	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
08:45 AM	1	1	0	2	0	1	1	1	0	0	1	0	4	4
Total	2	1	0	3	0	1	1	1	0	0	1	0	5	5
Grand Total	3	1	0	4	0	2	2	1	0	0	1	0	7	7
Apprch %	75	25			0	100		100	0					
Total %	42.9	14.3		57.1	0	28.6	28.6	14.3	0		14.3	0	100	

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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**	**1**	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	**1**	0	**1**	0	0	0	0	0	0	1
Total Volume	1	0	1	0	1	1	0	0	0	2
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.500

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City of Corona
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Weather: Clear

File Name : 07_COR_SC_Pali AM
Site Code : 05123322
Start Date : 4/11/2023
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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		
+0 mins.	0	0	0	0	**1**	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	**1**	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali PM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

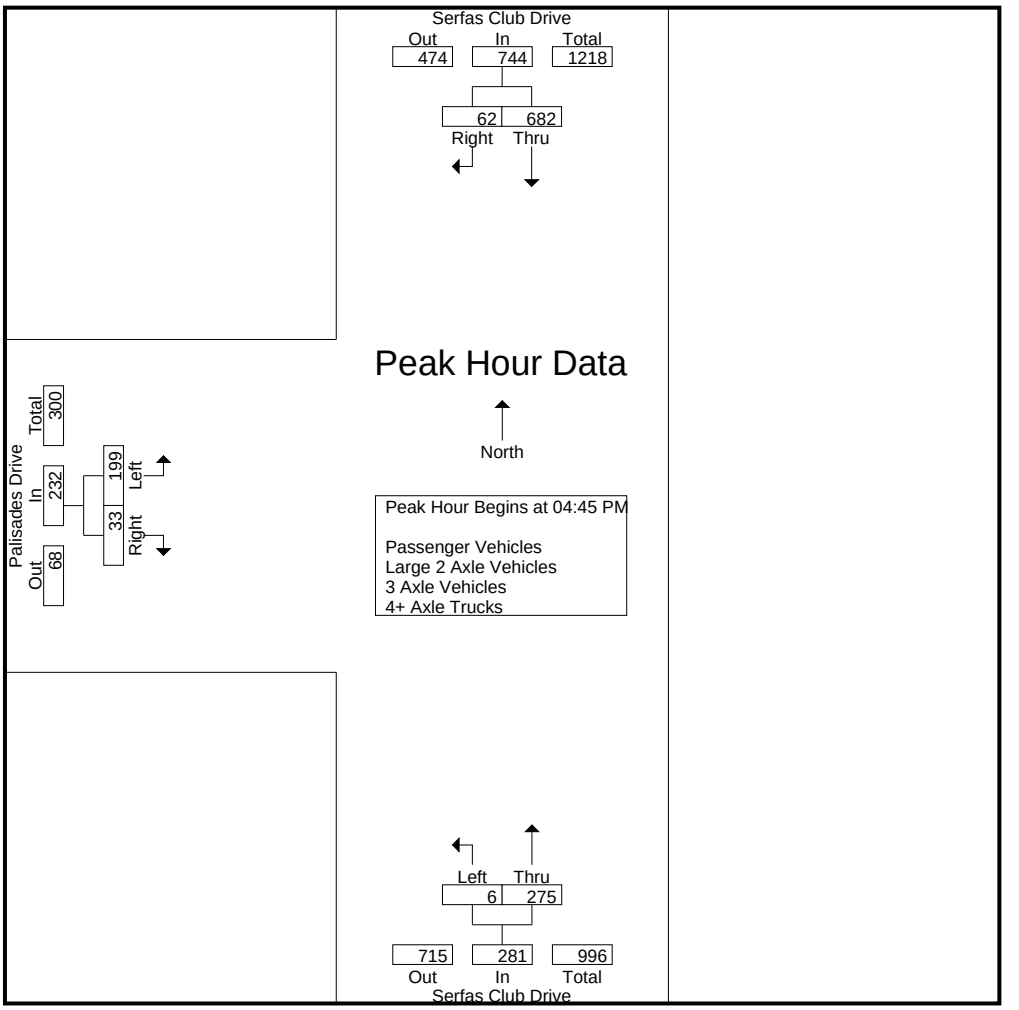
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	197	19	7	216	0	78	78	51	5	2	56	9	350	359
04:15 PM	160	10	1	170	2	51	53	42	3	3	45	4	268	272
04:30 PM	181	13	2	194	1	68	69	42	6	2	48	4	311	315
04:45 PM	181	18	2	199	1	57	58	28	9	3	37	5	294	299
Total	719	60	12	779	4	254	258	163	23	10	186	22	1223	1245
05:00 PM	173	13	4	186	2	61	63	65	8	4	73	8	322	330
05:15 PM	172	19	4	191	0	64	64	60	8	4	68	8	323	331
05:30 PM	156	12	2	168	3	93	96	46	8	1	54	3	318	321
05:45 PM	144	17	3	161	1	69	70	51	6	3	57	6	288	294
Total	645	61	13	706	6	287	293	222	30	12	252	25	1251	1276
Grand Total	1364	121	25	1485	10	541	551	385	53	22	438	47	2474	2521
Apprch %	91.9	8.1			1.8	98.2		87.9	12.1					
Total %	55.1	4.9		60	0.4	21.9	22.3	15.6	2.1		17.7	1.9	98.1	
Passenger Vehicles	1350	118		1491	10	534	544	368	51		440	0	0	2475
% Passenger Vehicles	99	97.5	92	98.7	100	98.7	98.7	95.6	96.2	95.5	95.7	0	0	98.2
Large 2 Axle Vehicles	14	1		16	0	6	6	8	2		11	0	0	33
% Large 2 Axle Vehicles	1	0.8	4	1.1	0	1.1	1.1	2.1	3.8	4.5	2.4	0	0	1.3
3 Axle Vehicles	0	1		1	0	1	1	3	0		3	0	0	5
% 3 Axle Vehicles	0	0.8	0	0.1	0	0.2	0.2	0.8	0	0	0.7	0	0	0.2
4+ Axle Trucks	0	1		2	0	0	0	6	0		6	0	0	8
% 4+ Axle Trucks	0	0.8	4	0.1	0	0	0	1.6	0	0	1.3	0	0	0.3

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive 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 04:45 PM										
04:45 PM	**181**	18	**199**	1	57	58	28	**9**	37	294
05:00 PM	173	13	186	2	61	63	**65**	8	**73**	322
05:15 PM	172	**19**	191	0	64	64	60	8	68	**323**
05:30 PM	156	12	168	**3**	**93**	**96**	46	8	54	318
Total Volume	682	62	744	6	275	281	199	33	232	1257
% App. Total	91.7	8.3		2.1	97.9		85.8	14.2		
PHF	.942	.816	.935	.500	.739	.732	.765	.917	.795	.973

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
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File Name : 07_COR_SC_Pali PM
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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			05:00 PM			05:00 PM		
+0 mins.	**197**	**19**	**216**	2	61	63	**65**	**8**	**73**
+15 mins.	160	10	170	0	64	64	60	8	68
+30 mins.	181	13	194	**3**	**93**	**96**	46	8	54
+45 mins.	181	18	199	1	69	70	51	6	57
Total Volume	719	60	779	6	287	293	222	30	252
% App. Total	92.3	7.7		2	98		88.1	11.9	
PHF	.912	.789	.902	.500	.772	.763	.854	.938	.863

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File Name : 07_COR_SC_Pali PM
Site Code : 05123322
Start Date : 4/11/2023
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Groups Printed- Passenger Vehicles

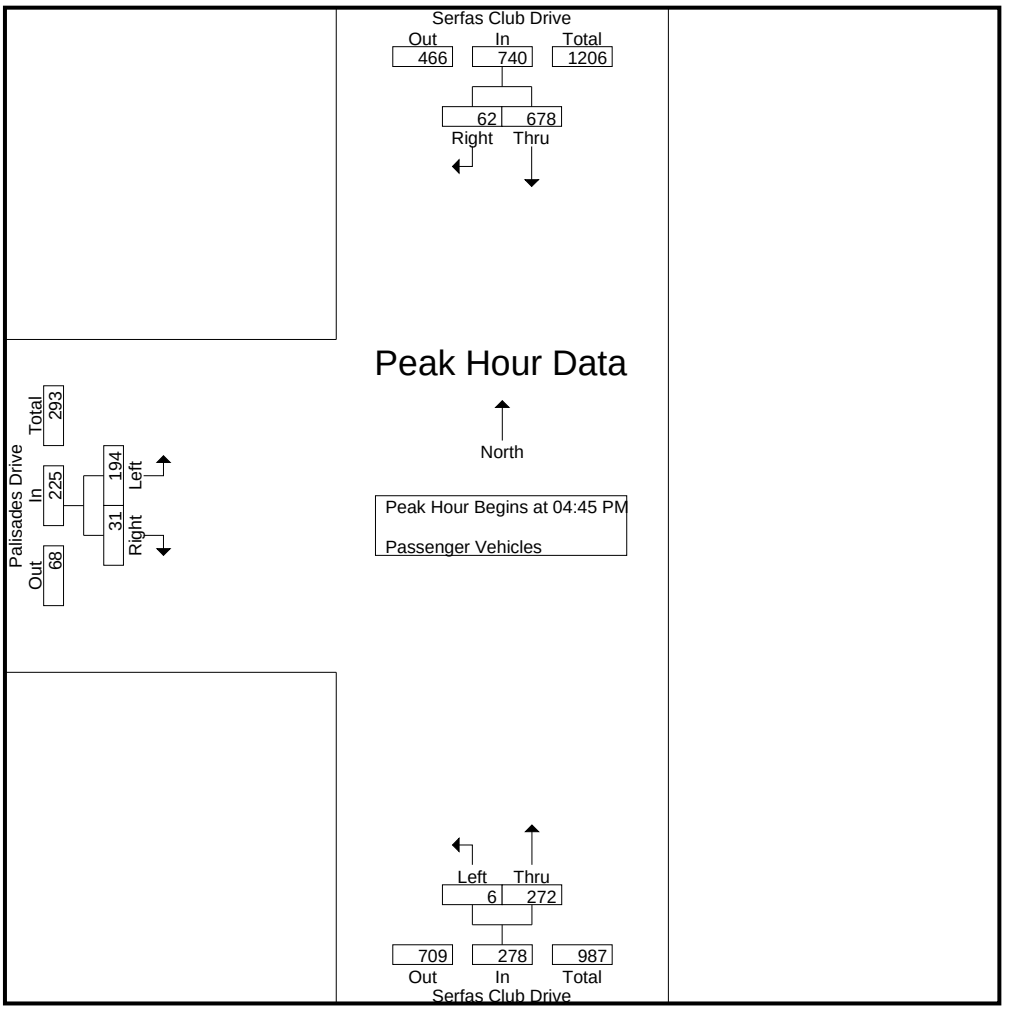
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	194	18	6	212	0	76	76	49	5	2	54	8	342	350
04:15 PM	156	9	1	165	2	50	52	38	3	3	41	4	258	262
04:30 PM	179	12	1	191	1	67	68	39	6	2	45	3	304	307
04:45 PM	180	18	2	198	1	56	57	27	8	2	35	4	290	294
Total	709	57	10	766	4	249	253	153	22	9	175	19	1194	1213
05:00 PM	172	13	4	185	2	61	63	63	8	4	71	8	319	327
05:15 PM	171	19	4	190	0	64	64	60	7	4	67	8	321	329
05:30 PM	155	12	2	167	3	91	94	44	8	1	52	3	313	316
05:45 PM	143	17	3	160	1	69	70	48	6	3	54	6	284	290
Total	641	61	13	702	6	285	291	215	29	12	244	25	1237	1262
Grand Total	1350	118	23	1468	10	534	544	368	51	21	419	44	2431	2475
Apprch %	92	8			1.8	98.2		87.8	12.2					
Total %	55.5	4.9		60.4	0.4	22	22.4	15.1	2.1		17.2	1.8	98.2	

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**180**	18	**198**	1	56	57	27	**8**	35	290
05:00 PM	172	13	185	2	61	63	**63**	8	**71**	319
05:15 PM	171	**19**	190	0	64	64	60	7	67	**321**
05:30 PM	155	12	167	**3**	**91**	**94**	44	8	52	313
Total Volume	678	62	740	6	272	278	194	31	225	1243
% App. Total	91.6	8.4		2.2	97.8		86.2	13.8		
PHF	.942	.816	.934	.500	.747	.739	.770	.969	.792	.968

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

City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**180**	18	**198**	1	56	57	27	**8**	35
+15 mins.	172	13	185	2	61	63	**63**	8	**71**
+30 mins.	171	**19**	190	0	64	64	60	7	67
+45 mins.	155	12	167	**3**	**91**	**94**	44	8	52
Total Volume	678	62	740	6	272	278	194	31	225
% App. Total	91.6	8.4		2.2	97.8		86.2	13.8	
PHF	.942	.816	.934	.500	.747	.739	.770	.969	.792

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

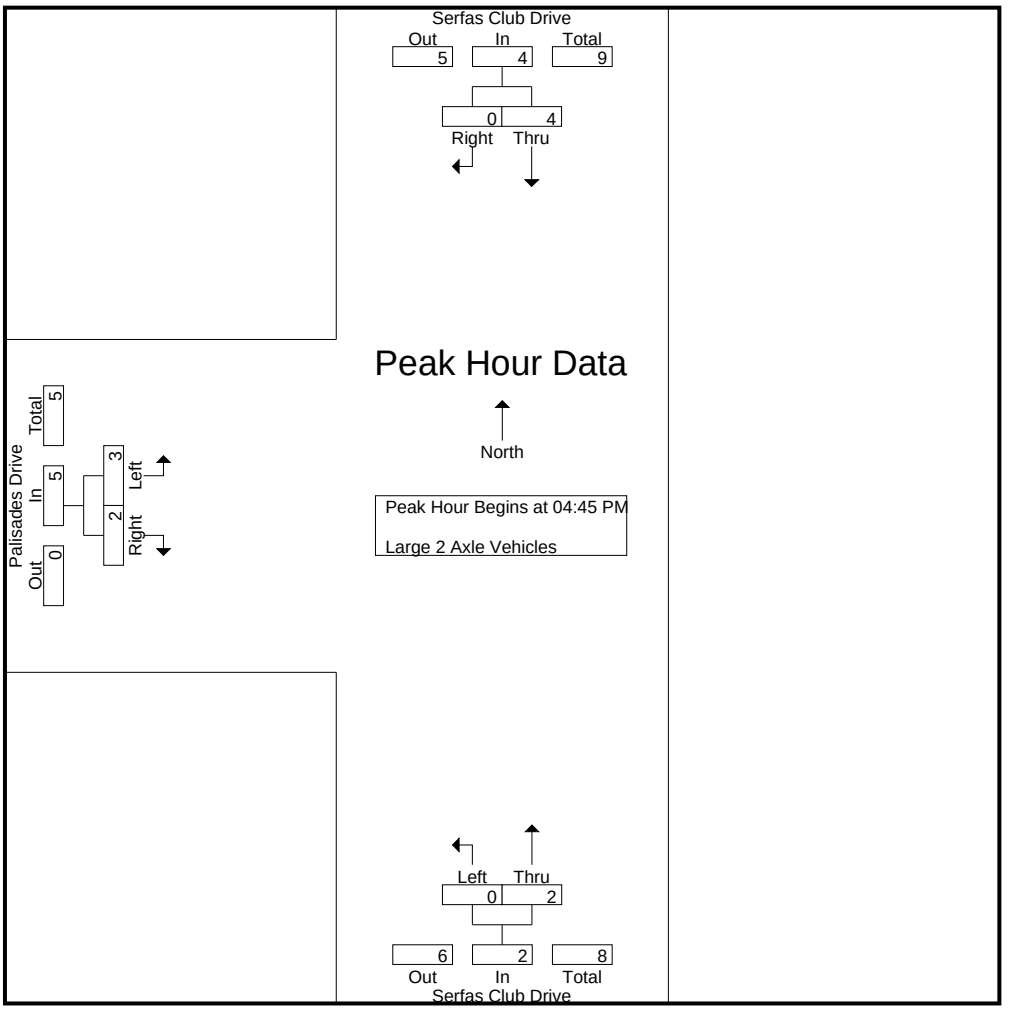
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	1	1	4	0	2	2	0	0	0	0	1	6	7
04:15 PM	4	0	0	4	0	1	1	2	0	0	2	0	7	7
04:30 PM	2	0	0	2	0	1	1	1	0	0	1	0	4	4
04:45 PM	1	0	0	1	0	0	0	0	1	1	1	1	2	3
Total	10	1	1	11	0	4	4	3	1	1	4	2	19	21
05:00 PM	1	0	0	1	0	0	0	1	0	0	1	0	2	2
05:15 PM	1	0	0	1	0	0	0	0	1	0	1	0	2	2
05:30 PM	1	0	0	1	0	2	2	2	0	0	2	0	5	5
05:45 PM	1	0	0	1	0	0	0	2	0	0	2	0	3	3
Total	4	0	0	4	0	2	2	5	1	0	6	0	12	12
Grand Total	14	1	1	15	0	6	6	8	2	1	10	2	31	33
Apprch %	93.3	6.7			0	100		80	20					
Total %	45.2	3.2		48.4	0	19.4	19.4	25.8	6.5		32.3	6.1	93.9	

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**1**	0	**1**	0	0	0	0	**1**	1	2
05:00 PM	1	0	1	0	0	0	1	0	1	2
05:15 PM	1	0	1	0	0	0	0	1	1	2
05:30 PM	1	0	1	0	**2**	**2**	**2**	0	**2**	**5**
Total Volume	4	0	4	0	2	2	3	2	5	11
% App. Total	100	0		0	100		60	40		
PHF	1.00	.000	1.00	.000	.250	.250	.375	.500	.625	.550

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**1**	0	**1**	0	0	0	0	**1**	1
+15 mins.	1	0	1	0	0	0	1	0	1
+30 mins.	1	0	1	0	0	0	0	1	1
+45 mins.	1	0	1	0	**2**	**2**	**2**	0	**2**
Total Volume	4	0	4	0	2	2	3	2	5
% App. Total	100	0		0	100		60	40	
PHF	1.000	.000	1.000	.000	.250	.250	.375	.500	.625

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

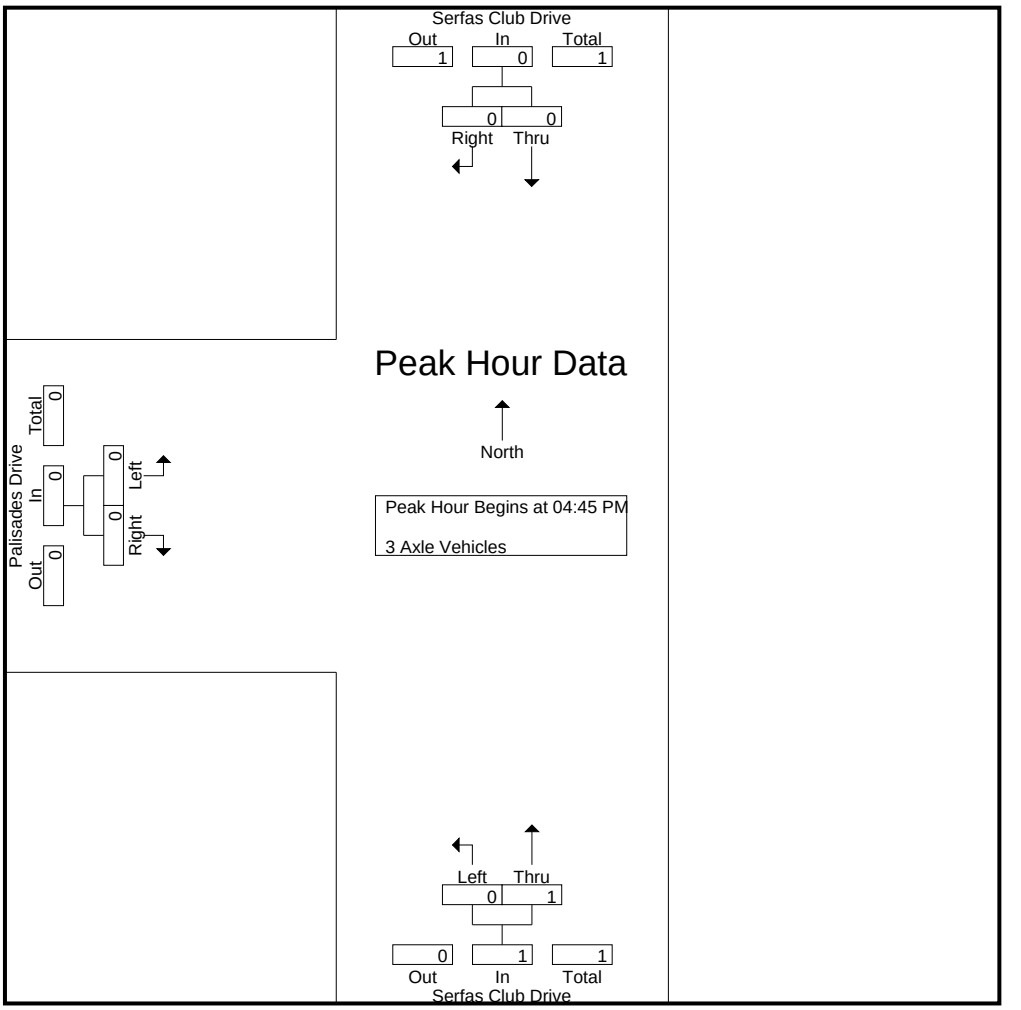
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	1	0	0	1	0	2	2
04:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1
Total	0	1	0	1	0	1	1	2	0	0	2	0	4	4
05:00 PM	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
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Grand Total	0	1	0	1	0	1	1	3	0	0	3	0	5	5
Apprch %	0	100			0	100		100	0					
Total %	0	20		20	0	20	20	60	0		60	0	100	

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	**1**	**1**	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0
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
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	**1**	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

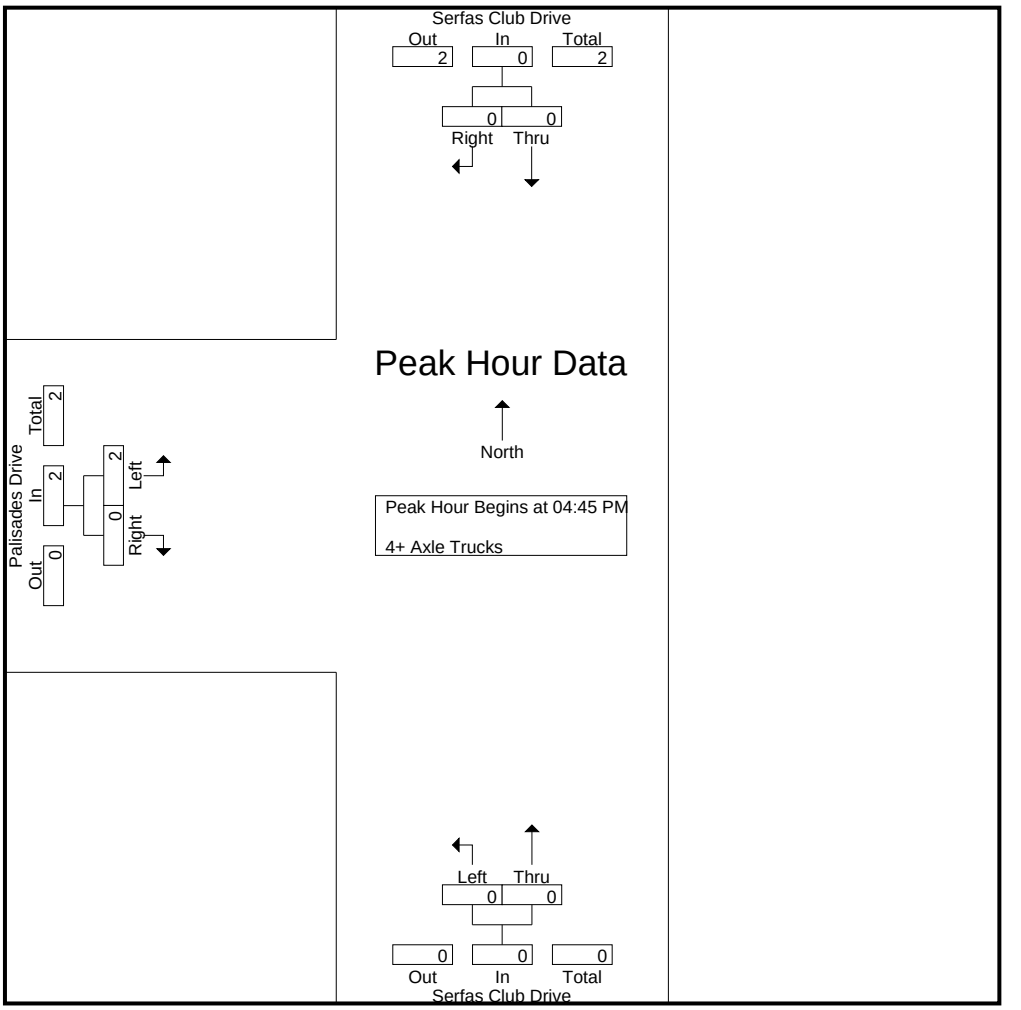
	Serfas Club Drive Southbound				Serfas Club Drive Northbound			Palisades Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:30 PM	0	1	1	1	0	0	0	1	0	0	1	1	2	3
04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	1	1	1	0	0	0	5	0	0	5	1	6	7
05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	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
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Grand Total	0	1	1	1	0	0	0	6	0	0	6	1	7	8
Apprch %	0	100			0	0		100	0					
Total %	0	14.3		14.3	0	0	0	85.7	0		85.7	12.5	87.5	

	Serfas Club Drive Southbound			Serfas Club Drive Northbound			Palisades Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	**1**	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	1	0	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
Total Volume	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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City of Corona
N/S: Serfas Club Drive
E/W: Palisades Drive
Weather: Clear

File Name : 07_COR_SC_Pali PM
Site Code : 05123322
Start Date : 4/11/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	2
% App. Total	0	0		0	0		100	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500

Location: Corona
N/S: Serfas Club Drive
E/W: Palisades Drive

Date: 4/11/2023
Day: Tuesday

PEDESTRIANS

	North Leg Serfas Club Drive	East Leg Dead End	South Leg Serfas Club Drive	West Leg Palisades Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	1	2
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	3	3
TOTAL VOLUMES:	0	0	1	9	10

	North Leg Serfas Club Drive	East Leg Dead End	South Leg Serfas Club Drive	West Leg Palisades Drive	
	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	1	1
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	3	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	5	5

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Location: Corona
N/S: Serfas Club Drive
E/W: Palisades Drive

Date: 4/11/2023
Day: Tuesday

BICYCLES

	Southbound Serfas Club Drive			Westbound Dead End			Northbound Serfas Club Drive			Eastbound Palisades Drive			
	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	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	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	2	1	0	0	0	0	0	0	0	0	0	3

	Southbound Serfas Club Drive			Westbound Dead End			Northbound Serfas Club Drive			Eastbound Palisades Drive			
	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	1	0	0	0	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
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	1	0	0	0	0	1	1	0	0	0	1	4

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City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Clear

File Name : 12_COR_Serfas_Green AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

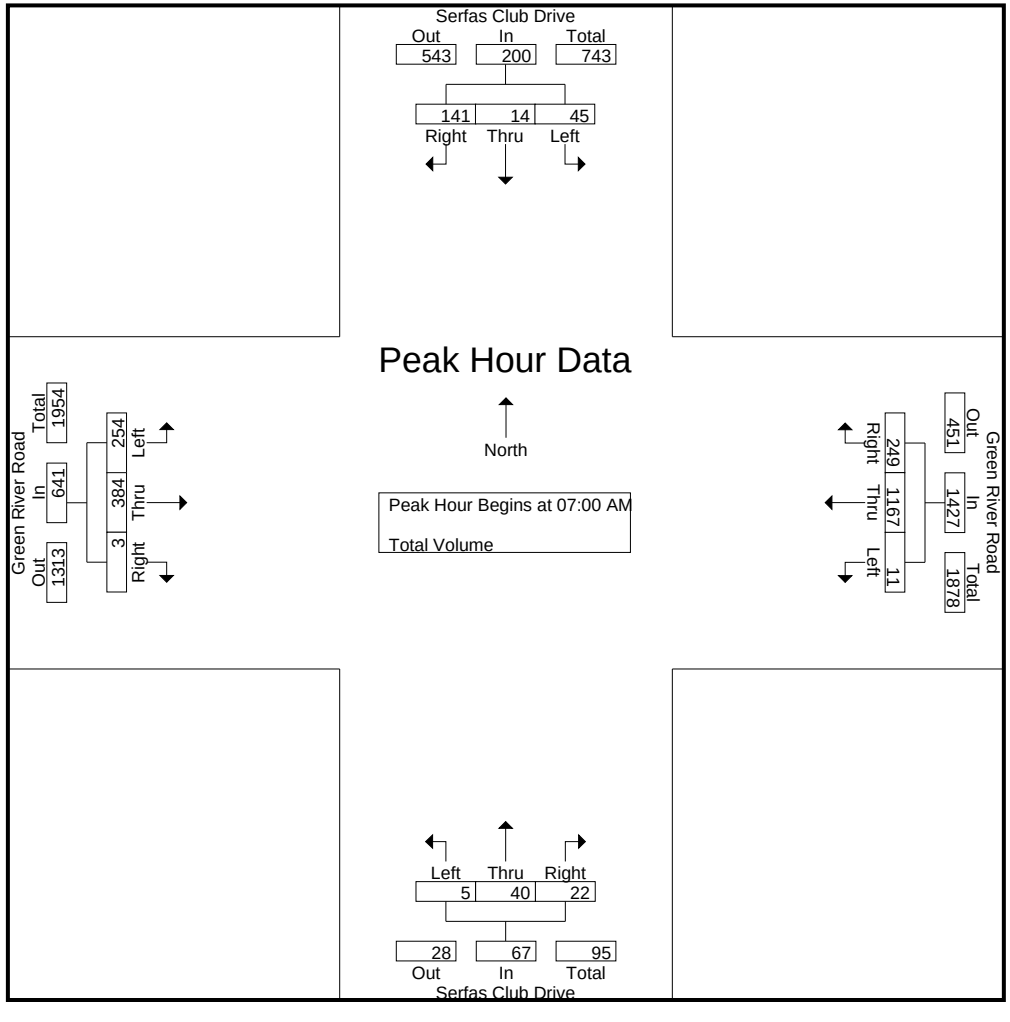
	Serfas Club Drive Southbound					Green River Road Westbound					Serfas Club Drive Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	2	24	16	35	0	362	62	0	424	2	10	3	1	15	49	54	0	0	103	17	577	594
07:15 AM	12	4	48	36	64	1	310	85	6	396	2	11	3	1	16	51	73	1	0	125	43	601	644
07:30 AM	10	4	44	36	58	6	247	47	2	300	0	11	7	3	18	74	134	2	0	210	41	586	627
07:45 AM	14	4	25	20	43	4	248	55	7	307	1	8	9	5	18	80	123	0	0	203	32	571	603
Total	45	14	141	108	200	11	1167	249	15	1427	5	40	22	10	67	254	384	3	0	641	133	2335	2468
08:00 AM	18	4	29	22	51	3	271	50	3	324	2	12	1	1	15	60	107	1	0	168	26	558	584
08:15 AM	22	6	29	23	57	3	262	55	6	320	1	4	4	1	9	58	71	1	1	130	31	516	547
08:30 AM	13	2	39	21	54	3	251	51	4	305	0	6	1	1	7	34	71	1	1	106	27	472	499
08:45 AM	13	4	31	29	48	0	240	48	3	288	2	5	5	5	12	40	57	0	0	97	37	445	482
Total	66	16	128	95	210	9	1024	204	16	1237	5	27	11	8	43	192	306	3	2	501	121	1991	2112
Grand Total	111	30	269	203	410	20	2191	453	31	2664	10	67	33	18	110	446	690	6	2	1142	254	4326	4580
Apprch %	27.1	7.3	65.6			0.8	82.2	17			9.1	60.9	30			39.1	60.4	0.5					
Total %	2.6	0.7	6.2		9.5	0.5	50.6	10.5		61.6	0.2	1.5	0.8		2.5	10.3	16	0.1		26.4	5.5	94.5	

	Serfas Club Drive Southbound				Green River Road Westbound				Serfas Club Drive Northbound				Green River Road Eastbound				
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	9	2	24	35	0	**362**	62	**424**	**2**	10	3	15	49	54	0	103	577
07:15 AM	12	**4**	**48**	**64**	1	310	**85**	396	2	**11**	3	16	51	73	1	125	**601**
07:30 AM	10	4	44	58	**6**	247	47	300	0	11	7	**18**	74	**134**	**2**	**210**	586
07:45 AM	**14**	4	25	43	4	248	55	307	1	8	**9**	18	**80**	123	0	203	571
Total Volume	45	14	141	200	11	1167	249	1427	5	40	22	67	254	384	3	641	2335
% App. Total	22.5	7	70.5		0.8	81.8	17.4		7.5	59.7	32.8		39.6	59.9	0.5		
PHF	.804	.875	.734	.781	.458	.806	.732	.841	.625	.909	.611	.931	.794	.716	.375	.763	.971

Counts Unlimited, Inc.
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City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Clear

File Name : 12_COR_Serfas_Green AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Clear

File Name : 12_COR_Serfas_Green AM
Site Code : 05123397
Start Date : 4/25/2023

	Serfas Club Drive Southbound				Green River Road Westbound				Serfas Club Drive Northbound				Green River Road Eastbound				
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:																	
	07:15 AM				07:00 AM				07:00 AM				07:30 AM				
+0 mins.	12	**4**	**48**	**64**	0	**362**	62	**424**	**2**	10	3	15	74	**134**	**2**	**210**	
+15 mins.	10	4	44	58	1	310	**85**	396	2	**11**	3	16	**80**	123	0	203	
+30 mins.	14	4	25	43	**6**	247	47	300	0	11	7	**18**	60	107	1	168	
+45 mins.	**18**	4	29	51	4	248	55	307	1	8	**9**	18	58	71	1	130	
Total Volume	54	16	146	216	11	1167	249	1427	5	40	22	67	272	435	4	711	
% App. Total	25	7.4	67.6		0.8	81.8	17.4		7.5	59.7	32.8		38.3	61.2	0.6		
PHF	.750	1.000	.760	.844	.458	.806	.732	.841	.625	.909	.611	.931	.850	.812	.500	.846	

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City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Clear

File Name : 12_COR_Serfas_Green PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

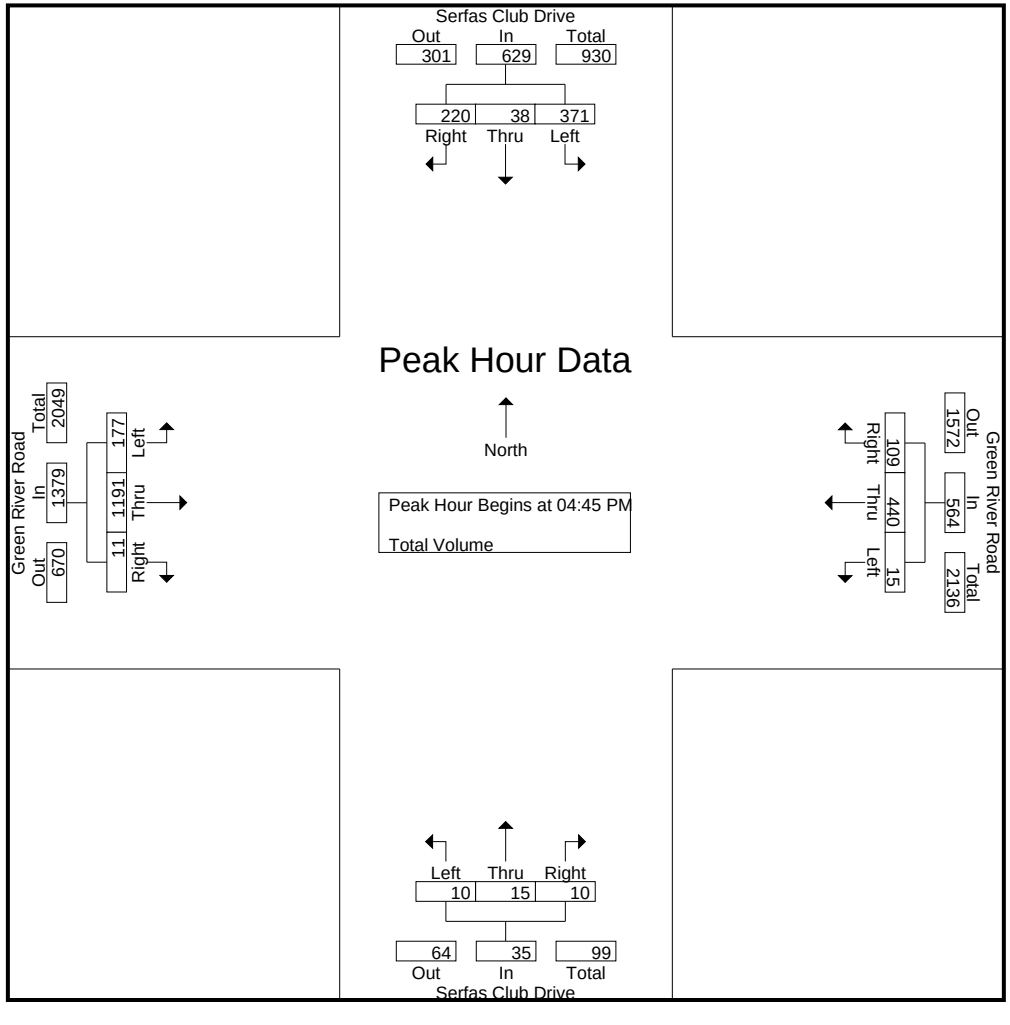
	Serfas Club Drive Southbound					Green River Road Westbound					Serfas Club Drive Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	98	6	46	33	150	7	122	26	3	155	1	4	1	1	6	29	263	1	1	293	38	604	642
04:15 PM	74	9	51	31	134	4	93	28	6	125	2	1	0	0	3	27	344	3	1	374	38	636	674
04:30 PM	85	5	53	33	143	2	81	29	11	112	0	7	4	2	11	49	287	3	1	339	47	605	652
04:45 PM	89	5	62	41	156	4	114	32	8	150	2	3	3	3	8	48	304	2	0	354	52	668	720
Total	346	25	212	138	583	17	410	115	28	542	5	15	8	6	28	153	1198	9	3	1360	175	2513	2688
05:00 PM	106	17	46	28	169	7	99	17	4	123	5	2	2	1	9	42	264	4	1	310	34	611	645
05:15 PM	96	4	60	31	160	3	106	31	5	140	1	6	2	1	9	38	319	4	1	361	38	670	708
05:30 PM	80	12	52	27	144	1	121	29	8	151	2	4	3	1	9	49	304	1	0	354	36	658	694
05:45 PM	65	9	49	36	123	0	84	17	3	101	0	9	1	0	10	42	299	3	1	344	40	578	618
Total	347	42	207	122	596	11	410	94	20	515	8	21	8	3	37	171	1186	12	3	1369	148	2517	2665
Grand Total	693	67	419	260	1179	28	820	209	48	1057	13	36	16	9	65	324	2384	21	6	2729	323	5030	5353
Apprch %	58.8	5.7	35.5			2.6	77.6	19.8			20	55.4	24.6			11.9	87.4	0.8					
Total %	13.8	1.3	8.3		23.4	0.6	16.3	4.2		21	0.3	0.7	0.3		1.3	6.4	47.4	0.4		54.3	6	94	

	Serfas Club Drive Southbound				Green River Road Westbound				Serfas Club Drive Northbound				Green River Road Eastbound				
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 04:45 PM																	
04:45 PM	89	5	**62**	156	4	114	**32**	150	2	3	**3**	8	48	304	2	354	668
05:00 PM	**106**	**17**	46	**169**	**7**	99	17	123	**5**	2	2	**9**	42	264	**4**	310	611
05:15 PM	96	4	60	160	3	106	31	140	1	**6**	2	9	38	**319**	4	**361**	**670**
05:30 PM	80	12	52	144	1	**121**	29	**151**	2	4	3	9	**49**	304	1	354	658
Total Volume	371	38	220	629	15	440	109	564	10	15	10	35	177	1191	11	1379	2607
% App. Total	59	6	35		2.7	78	19.3		28.6	42.9	28.6		12.8	86.4	0.8		
PHF	.875	.559	.887	.930	.536	.909	.852	.934	.500	.625	.833	.972	.903	.933	.688	.955	.973

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City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Clear

File Name : 12_COR_Serfas_Green PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



Counts Unlimited, Inc.
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City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Clear

File Name : 12_COR_Serfas_Green PM
Site Code : 05123397
Start Date : 4/25/2023

	Serfas Club Drive Southbound				Green River Road Westbound				Serfas Club Drive Northbound				Green River Road Eastbound				
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:																	
	04:45 PM				04:45 PM				04:30 PM				04:45 PM				
+0 mins.	89	5	**62**	156	4	114	**32**	150	0	**7**	**4**	**11**	48	304	2	354	
+15 mins.	**106**	**17**	46	**169**	**7**	99	17	123	2	3	3	8	42	264	**4**	310	
+30 mins.	96	4	60	160	3	106	31	140	**5**	2	2	9	38	**319**	4	**361**	
+45 mins.	80	12	52	144	1	**121**	29	**151**	1	6	2	9	**49**	304	1	354	
Total Volume	371	38	220	629	15	440	109	564	8	18	11	37	177	1191	11	1379	
% App. Total	59	6	35		2.7	78	19.3		21.6	48.6	29.7		12.8	86.4	0.8		
PHF	.875	.559	.887	.930	.536	.909	.852	.934	.400	.643	.688	.841	.903	.933	.688	.955	

Location: Corona
N/S: Serfas Club Drive
E/W: Green River Road

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Serfas Club Drive	East Leg Green River Road	South Leg Serfas Club Drive	West Leg Green River Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	3	1	0	0	4
7:15 AM	6	1	0	0	7
7:30 AM	7	0	0	0	7
7:45 AM	2	0	2	0	4
8:00 AM	2	1	2	0	5
8:15 AM	3	1	2	0	6
8:30 AM	2	2	1	0	5
8:45 AM	2	1	0	0	3
TOTAL VOLUMES:	27	7	7	0	41

	North Leg Serfas Club Drive	East Leg Green River Road	South Leg Serfas Club Drive	West Leg Green River Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	0	0	0	3
4:15 PM	3	2	1	0	6
4:30 PM	0	0	0	0	0
4:45 PM	4	2	0	0	6
5:00 PM	1	1	0	0	2
5:15 PM	2	1	0	0	3
5:30 PM	2	2	0	0	4
5:45 PM	4	3	1	0	8
TOTAL VOLUMES:	19	11	2	0	32

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Location: Corona
N/S: Serfas Club Drive
E/W: Green River Road

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Serfas Club Drive			Westbound Green River Road			Northbound Serfas Club Drive			Eastbound Green River Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
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	1	0	2	0	0	0	0	0	4	0	7

	Southbound Serfas Club Drive			Westbound Green River Road			Northbound Serfas Club Drive			Eastbound Green River Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
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	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	1	2	0	6

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County of Riverside
N/S: Mountain View Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 14_CRV_Mtn V_Pine C AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

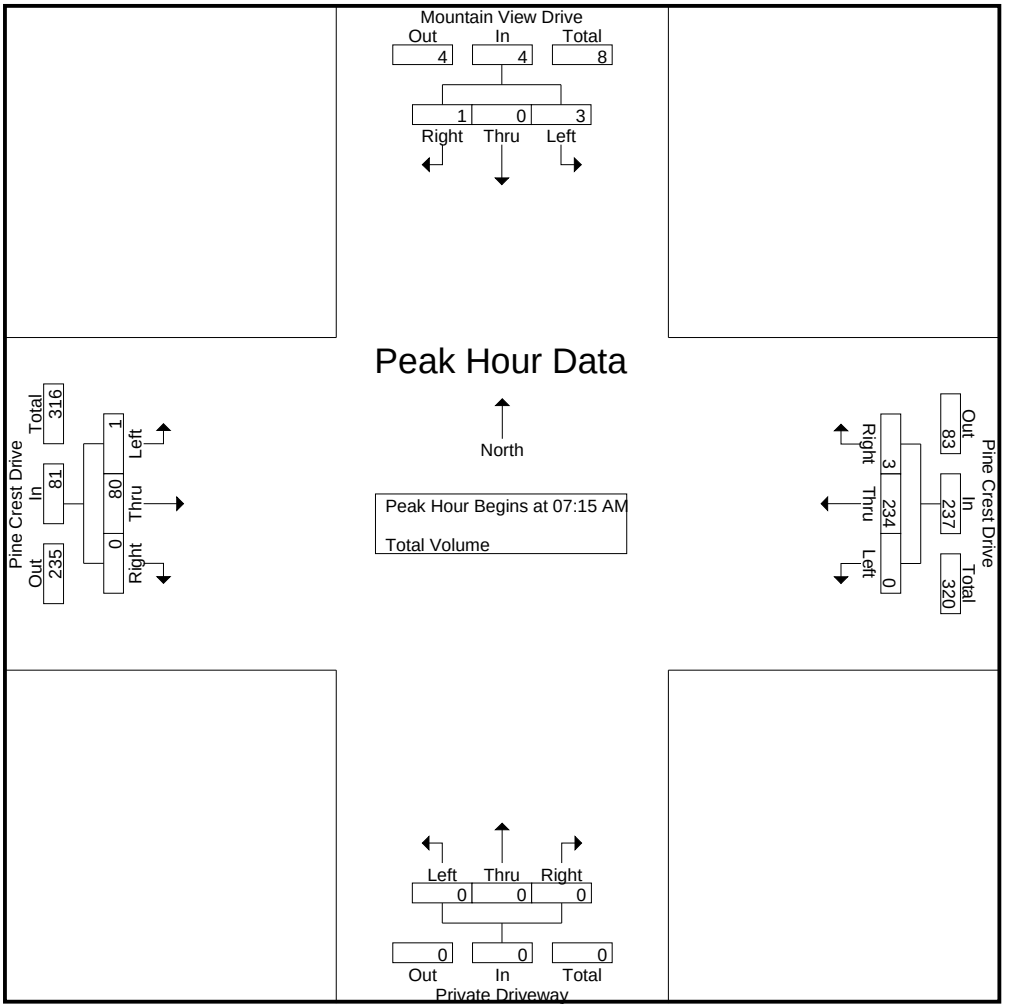
	Mountain View Drive Southbound				Pine Crest Drive Westbound				Private Driveway Northbound				Pine Crest Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	0	44	0	44	0	0	0	0	0	2	0	2	48
07:15 AM	0	0	0	0	0	57	0	57	0	0	0	0	0	8	0	8	65
07:30 AM	0	0	0	0	0	66	0	66	0	0	0	0	0	27	0	27	93
07:45 AM	1	0	0	1	0	64	2	66	0	0	0	0	0	32	0	32	99
Total	2	0	1	3	0	231	2	233	0	0	0	0	0	69	0	69	305
08:00 AM	2	0	1	3	0	47	1	48	0	0	0	0	1	13	0	14	65
08:15 AM	0	0	0	0	0	21	0	21	0	0	0	0	0	3	0	3	24
08:30 AM	0	0	0	0	0	18	0	18	0	0	0	0	1	3	0	4	22
08:45 AM	1	0	2	3	0	13	0	13	0	0	0	0	0	4	0	4	20
Total	3	0	3	6	0	99	1	100	0	0	0	0	2	23	0	25	131
Grand Total	5	0	4	9	0	330	3	333	0	0	0	0	2	92	0	94	436
Apprch %	55.6	0	44.4		0	99.1	0.9		0	0	0		2.1	97.9	0		
Total %	1.1	0	0.9	2.1	0	75.7	0.7	76.4	0	0	0	0	0.5	21.1	0	21.6	

	Mountain View Drive Southbound				Pine Crest Drive Westbound				Private Driveway Northbound				Pine Crest Drive Eastbound				
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	0	0	0	0	0	57	0	57	0	0	0	0	0	8	0	8	65
07:30 AM	0	0	0	0	0	**66**	0	**66**	0	0	0	0	0	27	0	27	93
07:45 AM	1	0	0	1	0	64	**2**	66	0	0	0	0	0	**32**	0	**32**	**99**
08:00 AM	**2**	0	**1**	**3**	0	47	1	48	0	0	0	0	**1**	13	0	14	65
Total Volume	3	0	1	4	0	234	3	237	0	0	0	0	1	80	0	81	322
% App. Total	75	0	25		0	98.7	1.3		0	0	0		1.2	98.8	0		
PHF	.375	.000	.250	.333	.000	.886	.375	.898	.000	.000	.000	.000	.250	.625	.000	.633	.813

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County of Riverside
N/S: Mountain View Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 14_CRV_Mtn V_Pine C AM
Site Code : 05123397
Start Date : 4/25/2023
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:

	08:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	**2**	0	1	**3**	0	57	0	57	0	0	0	0	0	8	0	8
+15 mins.	0	0	0	0	0	**66**	0	**66**	0	0	0	0	0	27	0	27
+30 mins.	0	0	0	0	0	64	**2**	66	0	0	0	0	0	**32**	0	**32**
+45 mins.	1	0	**2**	3	0	47	1	48	0	0	0	0	**1**	13	0	14
Total Volume	3	0	3	6	0	234	3	237	0	0	0	0	1	80	0	81
% App. Total	50	0	50		0	98.7	1.3		0	0	0		1.2	98.8	0	
PHF	.375	.000	.375	.500	.000	.886	.375	.898	.000	.000	.000	.000	.250	.625	.000	.633

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County of Riverside
N/S: Mountain View Drive
E/W: Pine Crest Drive
Weather: Clear

File Name : 14_CRV_Mtn V_Pine C PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

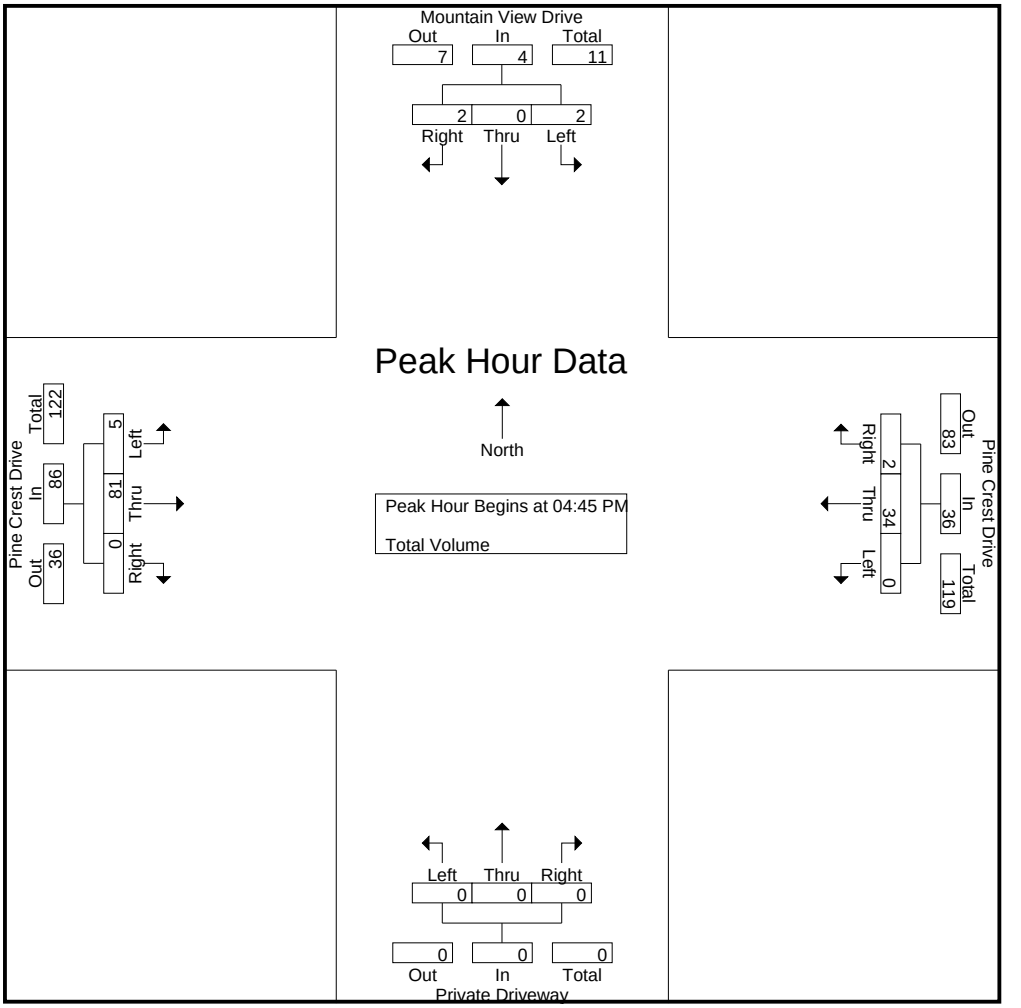
	Mountain View Drive Southbound				Pine Crest Drive Westbound				Private Driveway Northbound				Pine Crest Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	5	2	7	0	0	0	0	1	15	0	16	24
04:15 PM	1	0	2	3	0	6	0	6	0	0	0	0	1	13	0	14	23
04:30 PM	0	0	1	1	0	9	0	9	0	0	0	0	1	14	0	15	25
04:45 PM	1	0	1	2	0	11	1	12	0	0	0	0	1	23	0	24	38
Total	3	0	4	7	0	31	3	34	0	0	0	0	4	65	0	69	110
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	18	0	18	24
05:15 PM	1	0	0	1	0	12	0	12	0	0	0	0	3	21	0	24	37
05:30 PM	0	0	1	1	0	5	1	6	0	0	0	0	1	19	0	20	27
05:45 PM	2	0	2	4	0	3	1	4	0	0	0	0	1	19	0	20	28
Total	3	0	3	6	0	26	2	28	0	0	0	0	5	77	0	82	116
Grand Total	6	0	7	13	0	57	5	62	0	0	0	0	9	142	0	151	226
Apprch %	46.2	0	53.8		0	91.9	8.1		0	0	0		6	94	0		
Total %	2.7	0	3.1	5.8	0	25.2	2.2	27.4	0	0	0	0	4	62.8	0	66.8	

	Mountain View Drive Southbound				Pine Crest Drive Westbound				Private Driveway Northbound				Pine Crest Drive Eastbound				
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 04:45 PM																	
04:45 PM	**1**	0	**1**	**2**	0	11	**1**	**12**	0	0	0	0	1	**23**	0	**24**	**38**
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	18	0	18	24
05:15 PM	1	0	0	1	0	**12**	0	12	0	0	0	0	**3**	21	0	24	37
05:30 PM	0	0	1	1	0	5	1	6	0	0	0	0	1	19	0	20	27
Total Volume	2	0	2	4	0	34	2	36	0	0	0	0	5	81	0	86	126
% App. Total	50	0	50		0	94.4	5.6		0	0	0		5.8	94.2	0		
PHF	.500	.000	.500	.500	.000	.708	.500	.750	.000	.000	.000	.000	.417	.880	.000	.896	.829

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County of Riverside
N/S: Mountain View Drive
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Weather: Clear

File Name : 14_CRV_Mtn V_Pine C PM
Site Code : 05123397
Start Date : 4/25/2023
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:

	04:00 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	**1**	0	0	1	0	9	0	9	0	0	0	0	1	**23**	0	**24**
+15 mins.	1	0	**2**	**3**	0	11	**1**	**12**	0	0	0	0	0	18	0	18
+30 mins.	0	0	1	1	0	6	0	6	0	0	0	0	**3**	21	0	24
+45 mins.	1	0	1	2	0	**12**	0	12	0	0	0	0	1	19	0	20
Total Volume	3	0	4	7	0	38	1	39	0	0	0	0	5	81	0	86
% App. Total	42.9	0	57.1		0	97.4	2.6		0	0	0		5.8	94.2	0	
PHF	.750	.000	.500	.583	.000	.792	.250	.813	.000	.000	.000	.000	.417	.880	.000	.896

Location: County of Riverside
N/S: Mountain View Drive
E/W: Pine Crest Drive

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Mountain View Drive	East Leg Pine Crest Drive	South Leg Private Driveway	West Leg Pine Crest Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	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:	1	0	0	0	1

	North Leg Mountain View Drive	East Leg Pine Crest Drive	South Leg Private Driveway	West Leg Pine Crest Drive	
	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: County of Riverside
N/S: Mountain View Drive
E/W: Pine Crest Drive

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Mountain View Drive			Westbound Pine Crest Drive			Northbound Private Driveway			Eastbound Pine Crest Drive			
	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	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	1	0	0	2

	Southbound Mountain View Drive			Westbound Pine Crest Drive			Northbound Private Driveway			Eastbound Pine Crest Drive			
	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	1	0	0	0	0	1	0	0	2
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	1	0	1
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	1	0	0	0	0	1	1	0	3

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

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

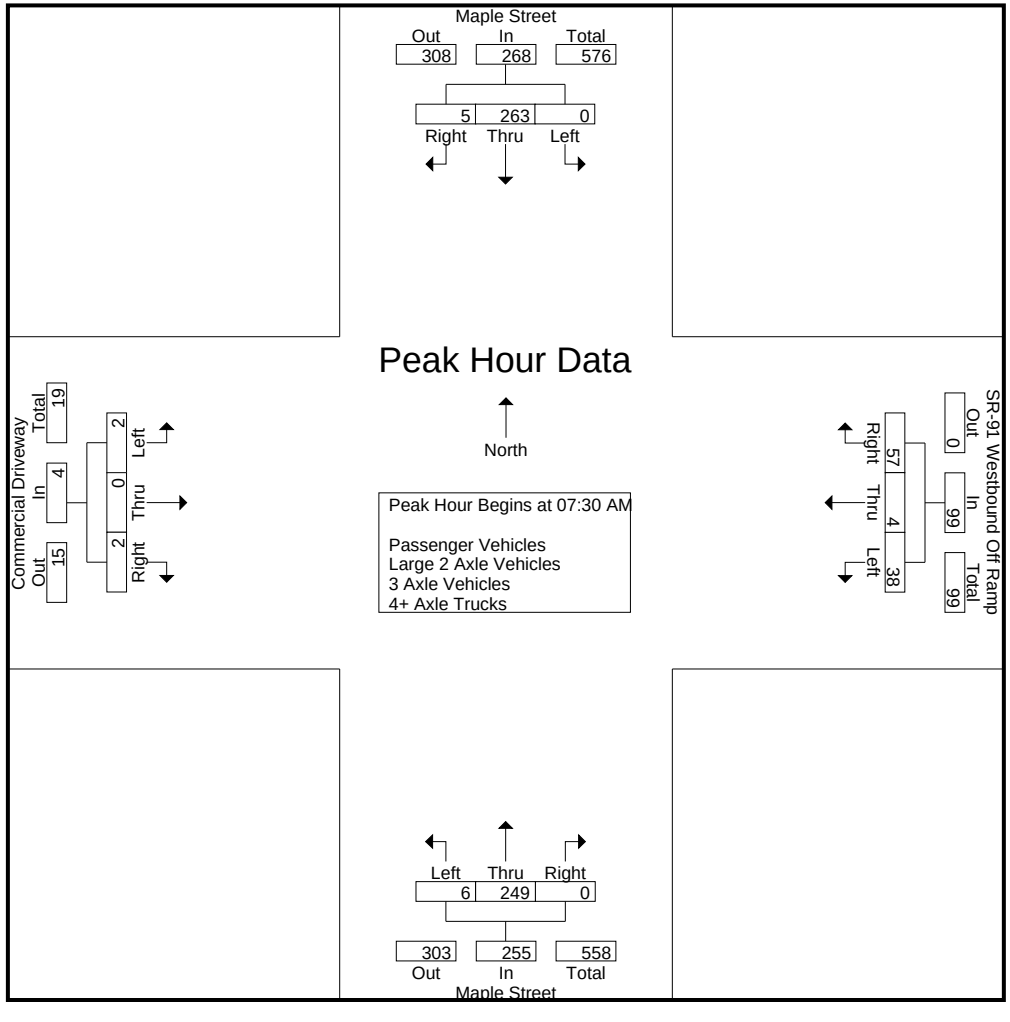
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	53	1	0	54	0	0	9	2	9	0	55	0	0	55	0	0	1	0	1	2	119	121
07:15 AM	0	67	2	0	69	4	0	2	1	6	0	64	0	0	64	0	0	0	0	0	1	139	140
07:30 AM	0	78	1	0	79	3	1	6	0	10	0	72	0	0	72	0	0	0	0	0	0	161	161
07:45 AM	0	49	1	0	50	12	0	12	3	24	2	65	0	0	67	1	0	0	0	1	3	142	145
Total	0	247	5	0	252	19	1	29	6	49	2	256	0	0	258	1	0	1	0	2	6	561	567
08:00 AM	0	82	1	0	83	7	2	16	6	25	3	53	0	0	56	0	0	2	0	2	6	166	172
08:15 AM	0	54	2	0	56	16	1	23	10	40	1	59	0	0	60	1	0	0	0	1	10	157	167
08:30 AM	0	41	0	0	41	16	1	15	7	32	1	58	0	0	59	2	0	2	1	4	8	136	144
08:45 AM	0	55	1	0	56	14	1	15	5	30	1	60	0	0	61	0	0	1	0	1	5	148	153
Total	0	232	4	0	236	53	5	69	28	127	6	230	0	0	236	3	0	5	1	8	29	607	636
Grand Total	0	479	9	0	488	72	6	98	34	176	8	486	0	0	494	4	0	6	1	10	35	1168	1203
Apprch %	0	98.2	1.8			40.9	3.4	55.7			1.6	98.4	0			40	0	60					
Total %	0	41	0.8		41.8	6.2	0.5	8.4		15.1	0.7	41.6	0		42.3	0.3	0	0.5		0.9	2.9	97.1	
Passenger Vehicles	0	406	8		414	70	5	81		186	6	443	0		449	4	0	3		8	0	0	1057
% Passenger Vehicles	0	84.8	88.9	0	84.8	97.2	83.3	82.7	88.2	88.6	75	91.2	0	0	90.9	100	0	50	100	72.7	0	0	87.9
Large 2 Axle Vehicles	0	41	1		42	1	0	6		9	1	19	0		20	0	0	1		1	0	0	72
% Large 2 Axle Vehicles	0	8.6	11.1	0	8.6	1.4	0	6.1	5.9	4.3	12.5	3.9	0	0	4	0	0	16.7	0	9.1	0	0	6
3 Axle Vehicles	0	5	0		5	0	1	0		1	0	4	0		4	0	0	1		1	0	0	11
% 3 Axle Vehicles	0	1	0	0	1	0	16.7	0	0	0.5	0	0.8	0	0	0.8	0	0	16.7	0	9.1	0	0	0.9
4+ Axle Trucks	0	27	0		27	1	0	11		14	1	20	0		21	0	0	1		1	0	0	63
% 4+ Axle Trucks	0	5.6	0	0	5.5	1.4	0	11.2	5.9	6.7	12.5	4.1	0	0	4.3	0	0	16.7	0	9.1	0	0	5.2

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	0	78	1	79	3	1	6	10	0	**72**	0	**72**	0	0	0	0	161
07:45 AM	0	49	1	50	12	0	12	24	2	65	0	67	**1**	0	0	1	142
08:00 AM	0	**82**	1	**83**	7	**2**	16	25	**3**	53	0	56	0	0	**2**	**2**	**166**
08:15 AM	0	54	**2**	56	**16**	1	**23**	**40**	1	59	0	60	1	0	0	1	157
Total Volume	0	263	5	268	38	4	57	99	6	249	0	255	2	0	2	4	626
% App. Total	0	98.1	1.9		38.4	4	57.6		2.4	97.6	0		50	0	50		
PHF	.000	.802	.625	.807	.594	.500	.620	.619	.500	.865	.000	.885	.500	.000	.250	.500	.943

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: Maple Street
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File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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:																	
	07:15 AM				08:00 AM				07:15 AM				07:45 AM				
+0 mins.	0	67	**2**	69	7	**2**	16	25	0	64	0	64	1	0	0	1	
+15 mins.	0	78	1	79	**16**	1	**23**	**40**	0	**72**	0	**72**	0	0	**2**	2	
+30 mins.	0	49	1	50	16	1	15	32	2	65	0	67	1	0	0	1	
+45 mins.	0	**82**	1	**83**	14	1	15	30	**3**	53	0	56	**2**	0	2	**4**	
Total Volume	0	276	5	281	53	5	69	127	5	254	0	259	4	0	4	8	
% App. Total	0	98.2	1.8		41.7	3.9	54.3		1.9	98.1	0		50	0	50		
PHF	.000	.841	.625	.846	.828	.625	.750	.794	.417	.882	.000	.899	.500	.000	.500	.500	

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File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Passenger Vehicles

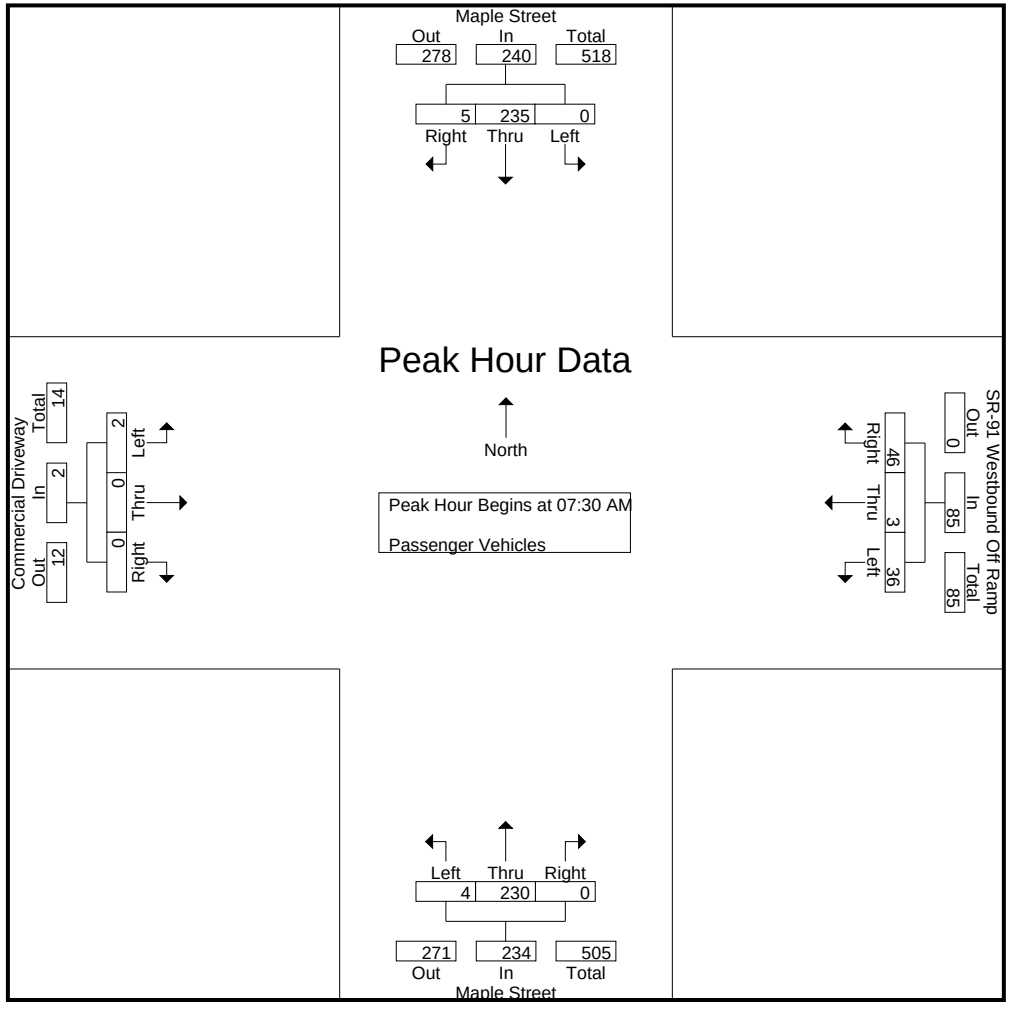
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	43	1	0	44	0	0	8	1	8	0	47	0	0	47	0	0	1	0	1	1	100	101
07:15 AM	0	59	2	0	61	4	0	2	1	6	0	60	0	0	60	0	0	0	0	0	1	127	128
07:30 AM	0	72	1	0	73	3	0	5	0	8	0	65	0	0	65	0	0	0	0	0	0	146	146
07:45 AM	0	43	1	0	44	10	0	10	3	20	1	61	0	0	62	1	0	0	0	1	3	127	130
Total	0	217	5	0	222	17	0	25	5	42	1	233	0	0	234	1	0	1	0	2	5	500	505
08:00 AM	0	75	1	0	76	7	2	13	6	22	3	48	0	0	51	0	0	0	0	0	6	149	155
08:15 AM	0	45	2	0	47	16	1	18	9	35	0	56	0	0	56	1	0	0	0	1	9	139	148
08:30 AM	0	30	0	0	30	16	1	14	6	31	1	55	0	0	56	2	0	1	1	3	7	120	127
08:45 AM	0	39	0	0	39	14	1	11	4	26	1	51	0	0	52	0	0	1	0	1	4	118	122
Total	0	189	3	0	192	53	5	56	25	114	5	210	0	0	215	3	0	2	1	5	26	526	552
Grand Total	0	406	8	0	414	70	5	81	30	156	6	443	0	0	449	4	0	3	1	7	31	1026	1057
Apprch %	0	98.1	1.9			44.9	3.2	51.9			1.3	98.7	0			57.1	0	42.9					
Total %	0	39.6	0.8		40.4	6.8	0.5	7.9		15.2	0.6	43.2	0		43.8	0.4	0	0.3		0.7	2.9	97.1	

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	72	1	73	3	0	5	8	0	**65**	0	**65**	0	0	0	0	146
07:45 AM	0	43	1	44	10	0	10	20	1	61	0	62	**1**	0	0	**1**	127
08:00 AM	0	**75**	1	**76**	7	**2**	13	22	**3**	48	0	51	0	0	0	0	**149**
08:15 AM	0	45	**2**	47	**16**	1	**18**	**35**	0	56	0	56	1	0	0	1	139
Total Volume	0	235	5	240	36	3	46	85	4	230	0	234	2	0	0	2	561
% App. Total	0	97.9	2.1		42.4	3.5	54.1		1.7	98.3	0		100	0	0		
PHF	.000	.783	.625	.789	.563	.375	.639	.607	.333	.885	.000	.900	.500	.000	.000	.500	.941

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
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File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	72	1	73	3	0	5	8	0	**65**	0	**65**	0	0	0	0	
+15 mins.	0	43	1	44	10	0	10	20	1	61	0	62	**1**	0	0	**1**	
+30 mins.	0	**75**	1	**76**	7	**2**	13	22	**3**	48	0	51	0	0	0	0	
+45 mins.	0	45	**2**	47	**16**	1	**18**	**35**	0	56	0	56	1	0	0	1	
Total Volume	0	235	5	240	36	3	46	85	4	230	0	234	2	0	0	2	
% App. Total	0	97.9	2.1		42.4	3.5	54.1		1.7	98.3	0		100	0	0		
PHF	.000	.783	.625	.789	.563	.375	.639	.607	.333	.885	.000	.900	.500	.000	.000	.500	

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File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

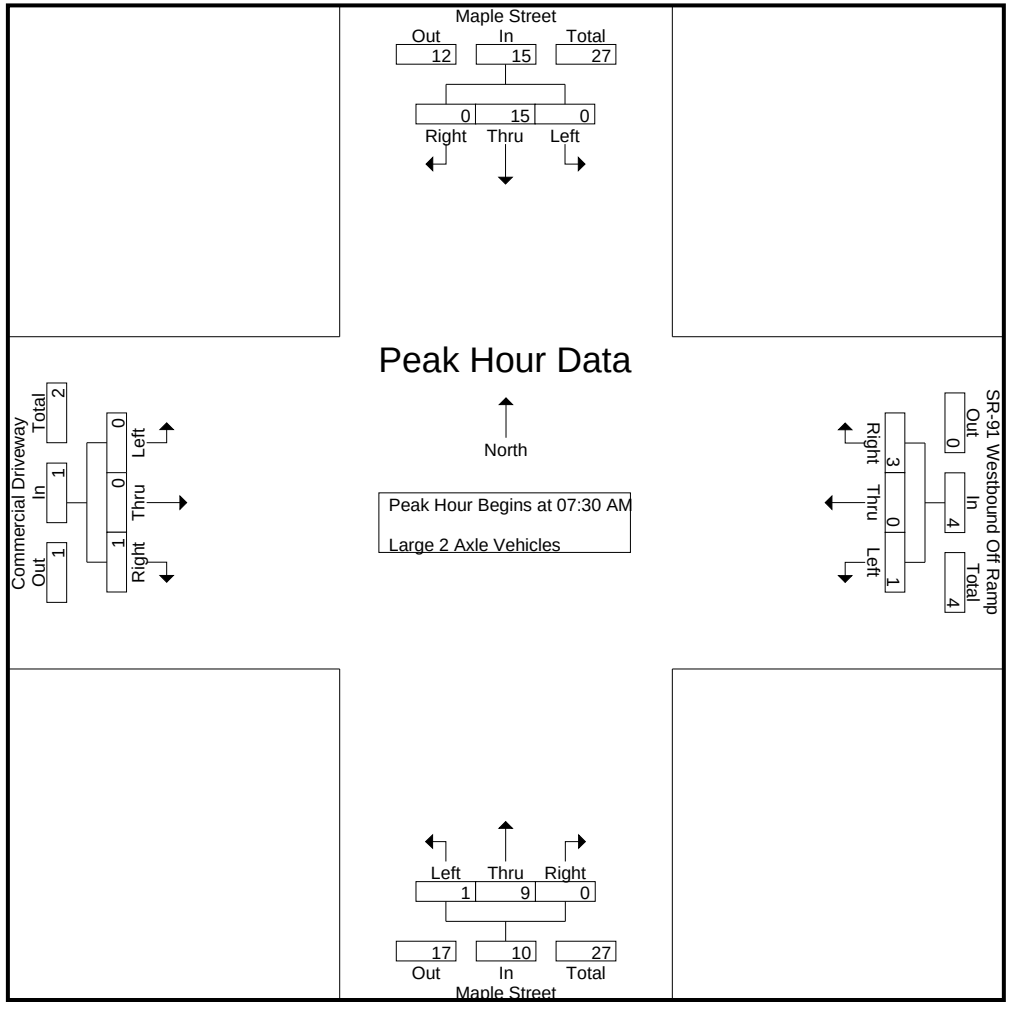
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13	13
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
07:45 AM	0	4	0	0	4	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	0	9	9
Total	0	18	0	0	18	1	0	1	0	2	1	11	0	0	12	0	0	0	0	0	0	32	32
08:00 AM	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	0	8	8
08:15 AM	0	6	0	0	6	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	8	8
08:30 AM	0	4	0	0	4	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	5	6
08:45 AM	0	10	1	0	11	0	0	2	1	2	0	4	0	0	4	0	0	0	0	0	1	17	18
Total	0	23	1	0	24	0	0	5	2	5	0	8	0	0	8	0	0	1	0	1	2	38	40
Grand Total	0	41	1	0	42	1	0	6	2	7	1	19	0	0	20	0	0	1	0	1	2	70	72
Apprch %	0	97.6	2.4			14.3	0	85.7			5	95	0			0	0	100					
Total %	0	58.6	1.4		60	1.4	0	8.6		10	1.4	27.1	0		28.6	0	0	1.4		1.4	2.8	97.2	

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	**3**	0	**3**	0	0	0	0	5
07:45 AM	0	4	0	4	**1**	0	**1**	**2**	**1**	2	0	3	0	0	0	0	**9**
08:00 AM	0	3	0	3	0	0	1	1	0	3	0	3	0	0	**1**	**1**	8
08:15 AM	0	**6**	0	**6**	0	0	1	1	0	1	0	1	0	0	0	0	8
Total Volume	0	15	0	15	1	0	3	4	1	9	0	10	0	0	1	1	30
% App. Total	0	100	0		25	0	75		10	90	0		0	0	100		
PHF	.000	.625	.000	.625	.250	.000	.750	.500	.250	.750	.000	.833	.000	.000	.250	.250	.833

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023
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	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	**3**	0	**3**	0	0	0	0	
+15 mins.	0	4	0	4	**1**	0	**1**	**2**	**1**	2	0	3	0	0	0	0	
+30 mins.	0	3	0	3	0	0	1	1	0	3	0	3	0	0	**1**	**1**	
+45 mins.	0	**6**	0	**6**	0	0	1	1	0	1	0	1	0	0	0	0	
Total Volume	0	15	0	15	1	0	3	4	1	9	0	10	0	0	1	1	
% App. Total	0	100	0		25	0	75		10	90	0		0	0	100		
PHF	.000	.625	.000	.625	.250	.000	.750	.500	.250	.750	.000	.833	.000	.000	.250	.250	

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File Name : 15_COR_Maple_91W Off AM
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Page No : 1

Groups Printed- 3 Axle Vehicles

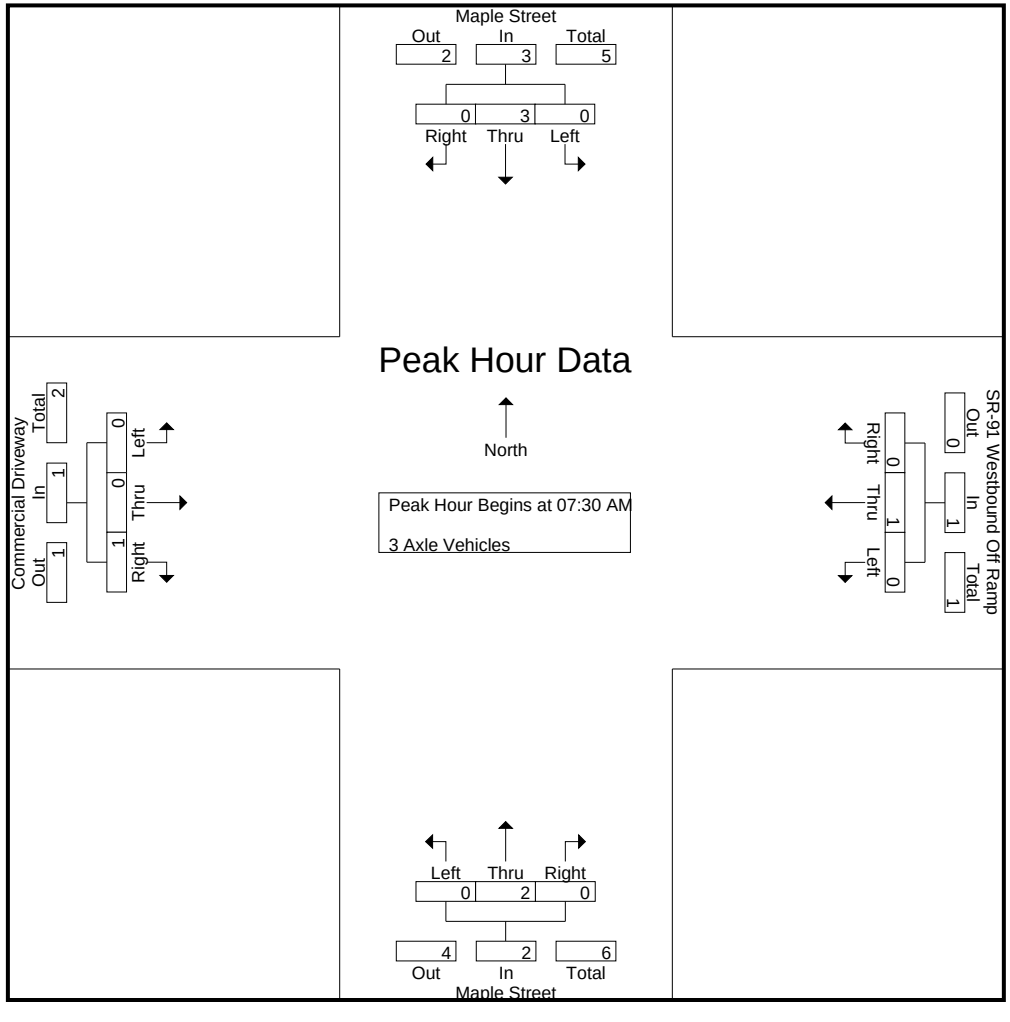
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	6	6
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	5
Grand Total	0	5	0	0	5	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	0	11	11
Apprch %	0	100	0			0	100	0			0	100	0			0	0	100					
Total %	0	45.5	0		45.5	0	9.1	0		9.1	0	36.4	0		36.4	0	0	9.1		9.1	0	100	

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	1	0	1	0	2	0	2	0	0	1	1	7
% App. Total	0	100	0		0	100	0		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.250	.250	.583

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PO Box 1178
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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	**1**	0	**1**	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	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	3	0	3	0	1	0	1	0	2	0	2	0	0	1	1	
% App. Total	0	100	0		0	100	0		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.250	.250	

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City of Corona
N/S: Maple Street
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Weather: Clear

File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

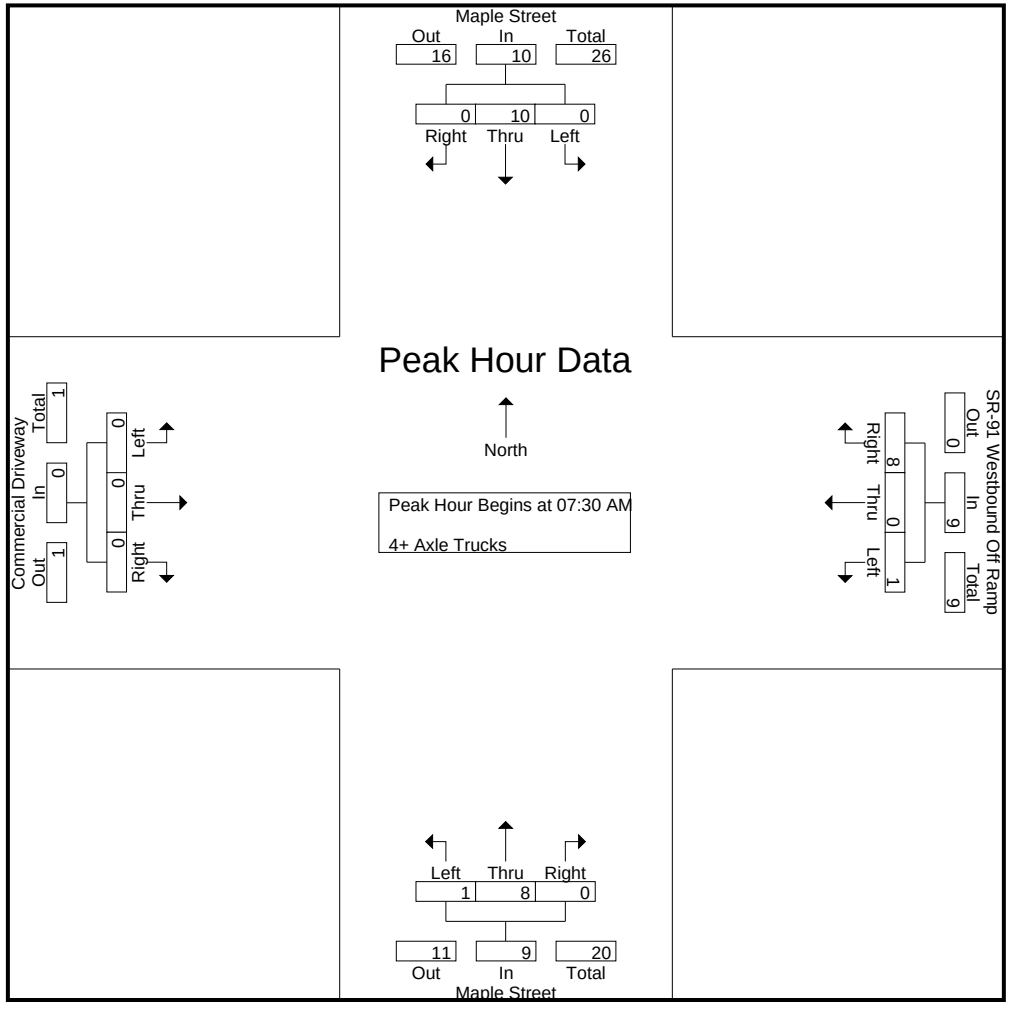
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	1	4	5
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	6
07:30 AM	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	7	7
07:45 AM	0	2	0	0	2	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	6	6
Total	0	10	0	0	10	1	0	3	1	4	0	9	0	0	9	0	0	0	0	0	1	23	24
08:00 AM	0	3	0	0	3	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	6	6
08:15 AM	0	2	0	0	2	0	0	4	1	4	1	2	0	0	3	0	0	0	0	0	1	9	10
08:30 AM	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	11	11
08:45 AM	0	5	0	0	5	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	12	12
Total	0	17	0	0	17	0	0	8	1	8	1	11	0	0	12	0	0	1	0	1	1	38	39
Grand Total	0	27	0	0	27	1	0	11	2	12	1	20	0	0	21	0	0	1	0	1	2	61	63
Apprch %	0	100	0			8.3	0	91.7			4.8	95.2	0			0	0	100					
Total %	0	44.3	0		44.3	1.6	0	18		19.7	1.6	32.8	0		34.4	0	0	1.6		1.6	3.2	96.8	

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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**	0	0	1	1	0	**3**	0	**3**	0	0	0	0	7
07:45 AM	0	2	0	2	**1**	0	1	2	0	2	0	2	0	0	0	0	6
08:00 AM	0	3	0	3	0	0	2	2	0	1	0	1	0	0	0	0	6
08:15 AM	0	2	0	2	0	0	**4**	**4**	**1**	2	0	3	0	0	0	0	**9**
Total Volume	0	10	0	10	1	0	8	9	1	8	0	9	0	0	0	0	28
% App. Total	0	100	0		11.1	0	88.9		11.1	88.9	0		0	0	0		
PHF	.000	.833	.000	.833	.250	.000	.500	.563	.250	.667	.000	.750	.000	.000	.000	.000	.778

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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Site Code : 05123397
Start Date : 4/25/2023

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	**3**	0	**3**	0	0	1	1	0	**3**	0	**3**	0	0	0	0	
+15 mins.	0	2	0	2	**1**	0	1	2	0	2	0	2	0	0	0	0	
+30 mins.	0	3	0	3	0	0	2	2	0	1	0	1	0	0	0	0	
+45 mins.	0	2	0	2	0	0	**4**	**4**	**1**	2	0	3	0	0	0	0	
Total Volume	0	10	0	10	1	0	8	9	1	8	0	9	0	0	0	0	
% App. Total	0	100	0		11.1	0	88.9		11.1	88.9	0		0	0	0		
PHF	.000	.833	.000	.833	.250	.000	.500	.563	.250	.667	.000	.750	.000	.000	.000	.000	

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City of Corona
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File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

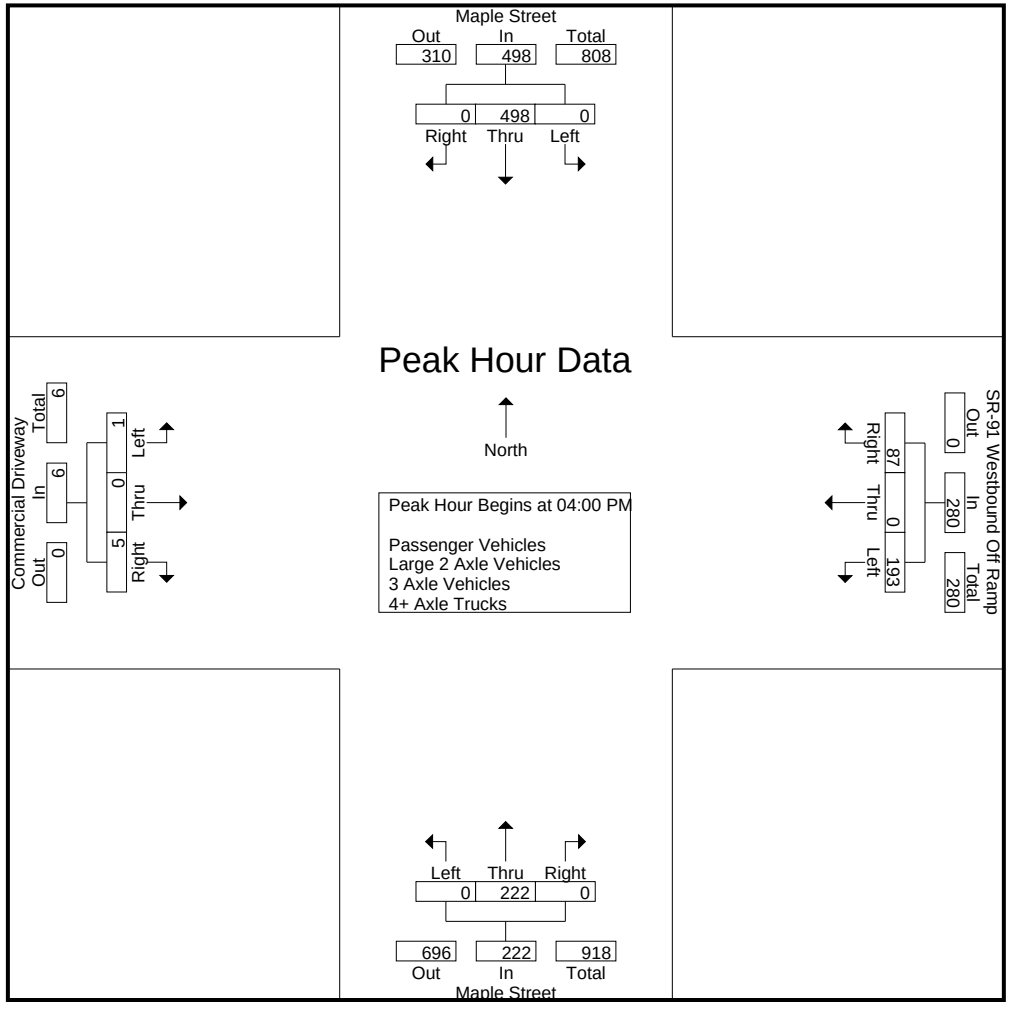
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	140	0	0	140	53	0	16	8	69	0	46	0	0	46	0	0	4	0	4	8	259	267
04:15 PM	0	100	0	0	100	44	0	26	13	70	0	59	0	0	59	1	0	0	0	1	13	230	243
04:30 PM	0	164	0	0	164	52	0	22	15	74	0	44	0	0	44	0	0	0	0	0	15	282	297
04:45 PM	0	94	0	0	94	44	0	23	8	67	0	73	0	0	73	0	0	1	1	1	9	235	244
Total	0	498	0	0	498	193	0	87	44	280	0	222	0	0	222	1	0	5	1	6	45	1006	1051
05:00 PM	0	99	0	0	99	58	0	13	6	71	0	68	0	0	68	1	0	4	1	5	7	243	250
05:15 PM	0	61	0	0	61	47	0	12	5	59	0	65	0	0	65	0	0	0	0	0	5	185	190
05:30 PM	0	92	0	0	92	66	0	10	5	76	0	50	0	0	50	0	0	1	0	1	5	219	224
05:45 PM	0	49	0	0	49	47	0	18	8	65	0	44	0	0	44	0	0	0	0	0	8	158	166
Total	0	301	0	0	301	218	0	53	24	271	0	227	0	0	227	1	0	5	1	6	25	805	830
Grand Total	0	799	0	0	799	411	0	140	68	551	0	449	0	0	449	2	0	10	2	12	70	1811	1881
Apprch %	0	100	0			74.6	0	25.4			0	100	0			16.7	0	83.3					
Total %	0	44.1	0		44.1	22.7	0	7.7		30.4	0	24.8	0		24.8	0.1	0	0.6		0.7	3.7	96.3	
Passenger Vehicles	0	753	0		753	404	0	116		577	0	416	0		416	2	0	10		14	0	0	1760
% Passenger Vehicles	0	94.2	0	0	94.2	98.3	0	82.9	83.8	93.2	0	92.7	0	0	92.7	100	0	100	100	100	0	0	93.6
Large 2 Axle Vehicles	0	22	0		22	6	0	15		28	0	12	0		12	0	0	0		0	0	0	62
% Large 2 Axle Vehicles	0	2.8	0	0	2.8	1.5	0	10.7	10.3	4.5	0	2.7	0	0	2.7	0	0	0	0	0	0	0	3.3
3 Axle Vehicles	0	5	0		5	1	0	3		6	0	4	0		4	0	0	0		0	0	0	15
% 3 Axle Vehicles	0	0.6	0	0	0.6	0.2	0	2.1	2.9	1	0	0.9	0	0	0.9	0	0	0	0	0	0	0	0.8
4+ Axle Trucks	0	19	0		19	0	0	6		8	0	17	0		17	0	0	0		0	0	0	44
% 4+ Axle Trucks	0	2.4	0	0	2.4	0	0	4.3	2.9	1.3	0	3.8	0	0	3.8	0	0	0	0	0	0	0	2.3

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	140	0	140	**53**	0	16	69	0	46	0	46	0	0	**4**	**4**	259
04:15 PM	0	100	0	100	44	0	**26**	70	0	59	0	59	**1**	0	0	1	230
04:30 PM	0	**164**	0	**164**	52	0	22	**74**	0	44	0	44	0	0	0	0	**282**
04:45 PM	0	94	0	94	44	0	23	67	0	**73**	0	**73**	0	0	1	1	235
Total Volume	0	498	0	498	193	0	87	280	0	222	0	222	1	0	5	6	1006
% App. Total	0	100	0		68.9	0	31.1		0	100	0		16.7	0	83.3		
PHF	.000	.759	.000	.759	.910	.000	.837	.946	.000	.760	.000	.760	.250	.000	.313	.375	.892

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
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	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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				04:45 PM				04:15 PM				
+0 mins.	0	140	0	140	44	0	**26**	70	0	**73**	0	**73**	**1**	0	0	1	
+15 mins.	0	100	0	100	52	0	22	**74**	0	68	0	68	0	0	0	0	
+30 mins.	0	**164**	0	**164**	44	0	23	67	0	65	0	65	0	0	1	1	
+45 mins.	0	94	0	94	**58**	0	13	71	0	50	0	50	1	0	**4**	**5**	
Total Volume	0	498	0	498	198	0	84	282	0	256	0	256	2	0	5	7	
% App. Total	0	100	0		70.2	0	29.8		0	100	0		28.6	0	71.4		
PHF	.000	.759	.000	.759	.853	.000	.808	.953	.000	.877	.000	.877	.500	.000	.313	.350	

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File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Passenger Vehicles

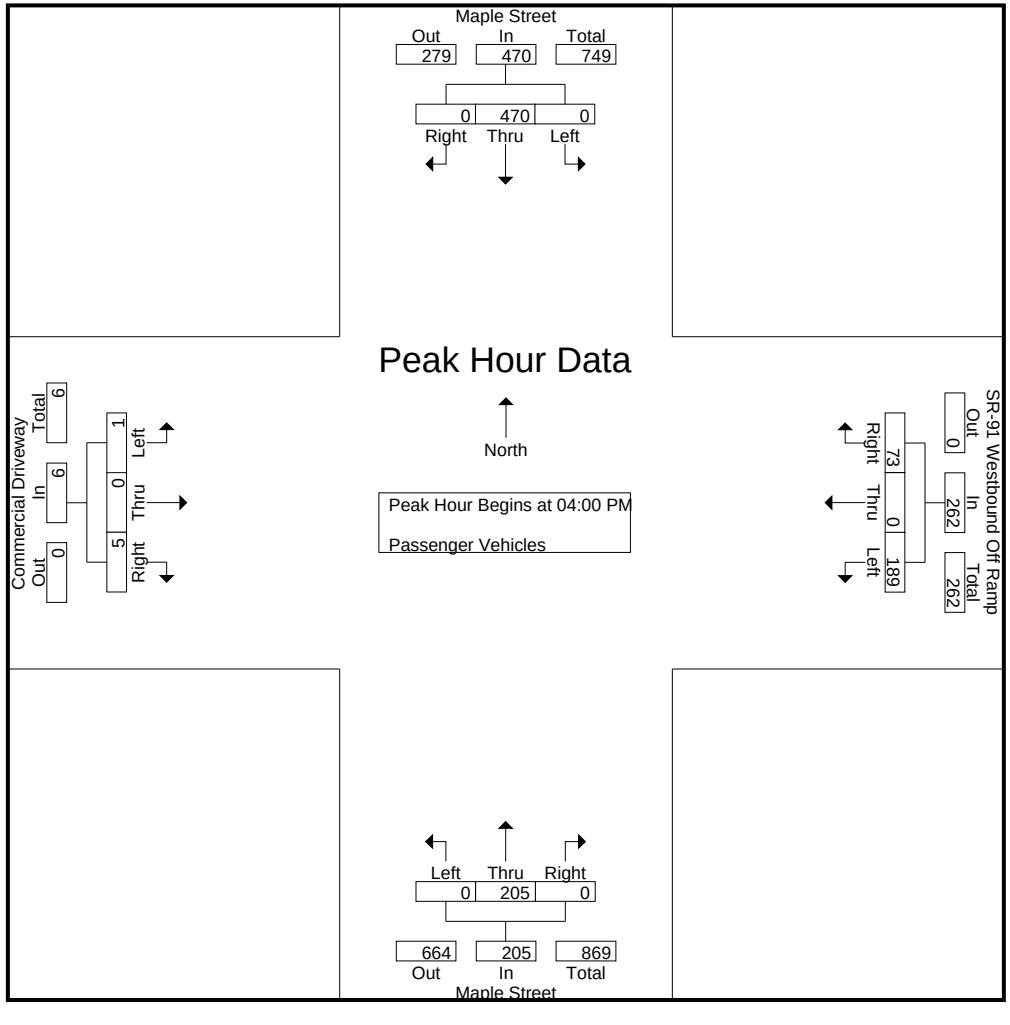
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	132	0	0	132	52	0	10	4	62	0	43	0	0	43	0	0	4	0	4	4	241	245
04:15 PM	0	94	0	0	94	44	0	23	12	67	0	54	0	0	54	1	0	0	0	1	12	216	228
04:30 PM	0	156	0	0	156	51	0	19	13	70	0	42	0	0	42	0	0	0	0	0	13	268	281
04:45 PM	0	88	0	0	88	42	0	21	7	63	0	66	0	0	66	0	0	1	1	1	8	218	226
Total	0	470	0	0	470	189	0	73	36	262	0	205	0	0	205	1	0	5	1	6	37	943	980
05:00 PM	0	96	0	0	96	58	0	9	5	67	0	60	0	0	60	1	0	4	1	5	6	228	234
05:15 PM	0	53	0	0	53	47	0	9	4	56	0	61	0	0	61	0	0	0	0	0	4	170	174
05:30 PM	0	90	0	0	90	63	0	9	4	72	0	48	0	0	48	0	0	1	0	1	4	211	215
05:45 PM	0	44	0	0	44	47	0	16	8	63	0	42	0	0	42	0	0	0	0	0	8	149	157
Total	0	283	0	0	283	215	0	43	21	258	0	211	0	0	211	1	0	5	1	6	22	758	780
Grand Total	0	753	0	0	753	404	0	116	57	520	0	416	0	0	416	2	0	10	2	12	59	1701	1760
Apprch %	0	100	0			77.7	0	22.3			0	100	0			16.7	0	83.3					
Total %	0	44.3	0		44.3	23.8	0	6.8		30.6	0	24.5	0		24.5	0.1	0	0.6		0.7	3.4	96.6	

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	132	0	132	**52**	0	10	62	0	43	0	43	0	0	**4**	**4**	241
04:15 PM	0	94	0	94	44	0	**23**	67	0	54	0	54	**1**	0	0	1	216
04:30 PM	0	**156**	0	**156**	51	0	19	**70**	0	42	0	42	0	0	0	0	**268**
04:45 PM	0	88	0	88	42	0	21	63	0	**66**	0	**66**	0	0	1	1	218
Total Volume	0	470	0	470	189	0	73	262	0	205	0	205	1	0	5	6	943
% App. Total	0	100	0		72.1	0	27.9		0	100	0		16.7	0	83.3		
PHF	.000	.753	.000	.753	.909	.000	.793	.936	.000	.777	.000	.777	.250	.000	.313	.375	.880

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

City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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

City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	132	0	132	**52**	0	10	62	0	43	0	43	0	0	**4**	**4**	
+15 mins.	0	94	0	94	44	0	**23**	67	0	54	0	54	**1**	0	0	1	
+30 mins.	0	**156**	0	**156**	51	0	19	**70**	0	42	0	42	0	0	0	0	
+45 mins.	0	88	0	88	42	0	21	63	0	**66**	0	**66**	0	0	1	1	
Total Volume	0	470	0	470	189	0	73	262	0	205	0	205	1	0	5	6	
% App. Total	0	100	0		72.1	0	27.9		0	100	0		16.7	0	83.3		
PHF	.000	.753	.000	.753	.909	.000	.793	.936	.000	.777	.000	.777	.250	.000	.313	.375	

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

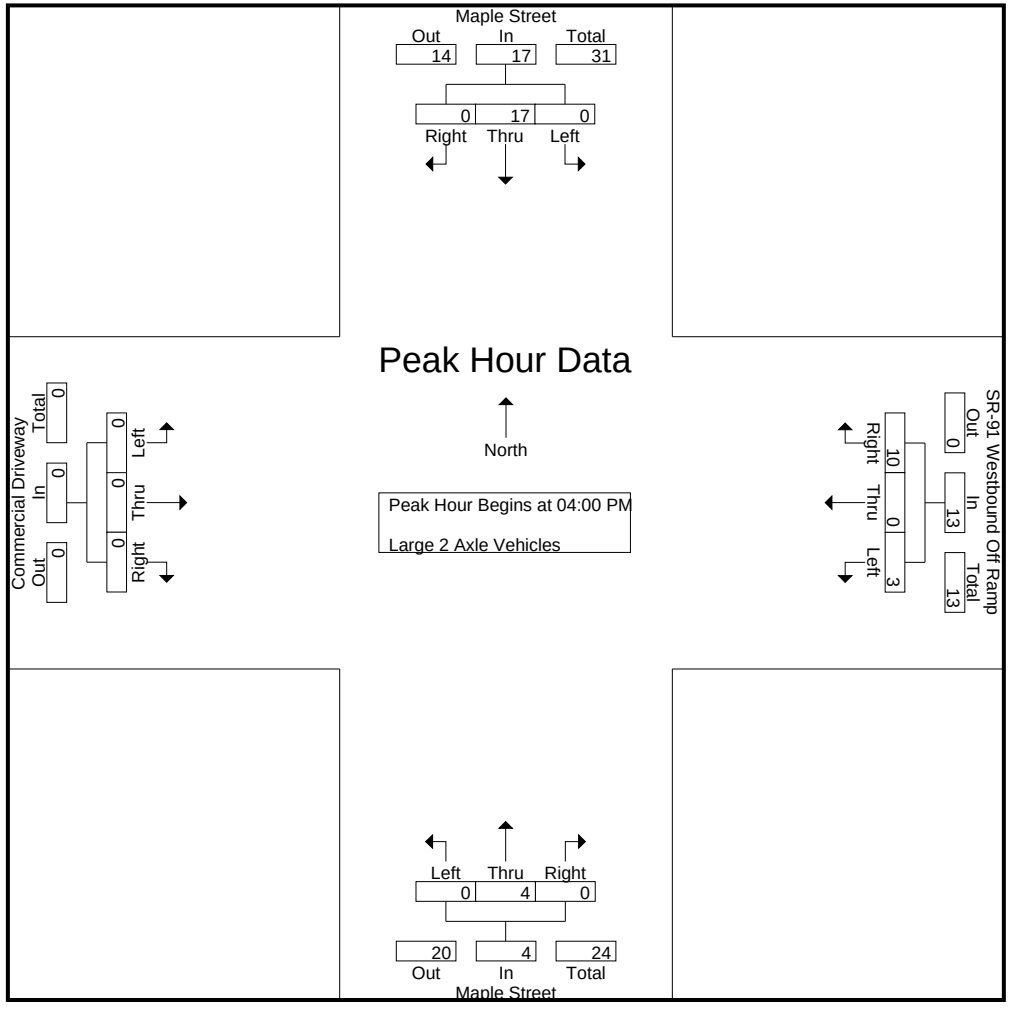
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	0	0	4	1	0	5	3	6	0	0	0	0	0	0	0	0	0	0	3	10	13
04:15 PM	0	4	0	0	4	0	0	3	1	3	0	3	0	0	3	0	0	0	0	0	1	10	11
04:30 PM	0	5	0	0	5	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	6	7
04:45 PM	0	4	0	0	4	2	0	1	1	3	0	1	0	0	1	0	0	0	0	0	1	8	9
Total	0	17	0	0	17	3	0	10	6	13	0	4	0	0	4	0	0	0	0	0	6	34	40
05:00 PM	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	6	6
05:15 PM	0	3	0	0	3	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	1	6	7
05:30 PM	0	1	0	0	1	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	6	6
05:45 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	0	5	0	0	5	3	0	5	1	8	0	8	0	0	8	0	0	0	0	0	1	21	22
Grand Total	0	22	0	0	22	6	0	15	7	21	0	12	0	0	12	0	0	0	0	0	7	55	62
Apprch %	0	100	0			28.6	0	71.4			0	100	0			0	0	0					
Total %	0	40	0		40	10.9	0	27.3		38.2	0	21.8	0		21.8	0	0	0		0	11.3	88.7	

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	4	0	4	1	0	**5**	**6**	0	0	0	0	0	0	0	0	**10**
04:15 PM	0	4	0	4	0	0	3	3	0	**3**	0	**3**	0	0	0	0	10
04:30 PM	0	**5**	0	**5**	0	0	1	1	0	0	0	0	0	0	0	0	6
04:45 PM	0	4	0	4	**2**	0	1	3	0	1	0	1	0	0	0	0	8
Total Volume	0	17	0	17	3	0	10	13	0	4	0	4	0	0	0	0	34
% App. Total	0	100	0		23.1	0	76.9		0	100	0		0	0	0		
PHF	.000	.850	.000	.850	.375	.000	.500	.542	.000	.333	.000	.333	.000	.000	.000	.000	.850

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

City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



Counts Unlimited, Inc.
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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	4	0	4	1	0	**5**	**6**	0	0	0	0	0	0	0	0	
+15 mins.	0	4	0	4	0	0	3	3	0	**3**	0	**3**	0	0	0	0	
+30 mins.	0	**5**	0	**5**	0	0	1	1	0	0	0	0	0	0	0	0	
+45 mins.	0	4	0	4	**2**	0	1	3	0	1	0	1	0	0	0	0	
Total Volume	0	17	0	17	3	0	10	13	0	4	0	4	0	0	0	0	
% App. Total	0	100	0		23.1	0	76.9		0	100	0		0	0	0		
PHF	.000	.850	.000	.850	.375	.000	.500	.542	.000	.333	.000	.333	.000	.000	.000	.000	

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

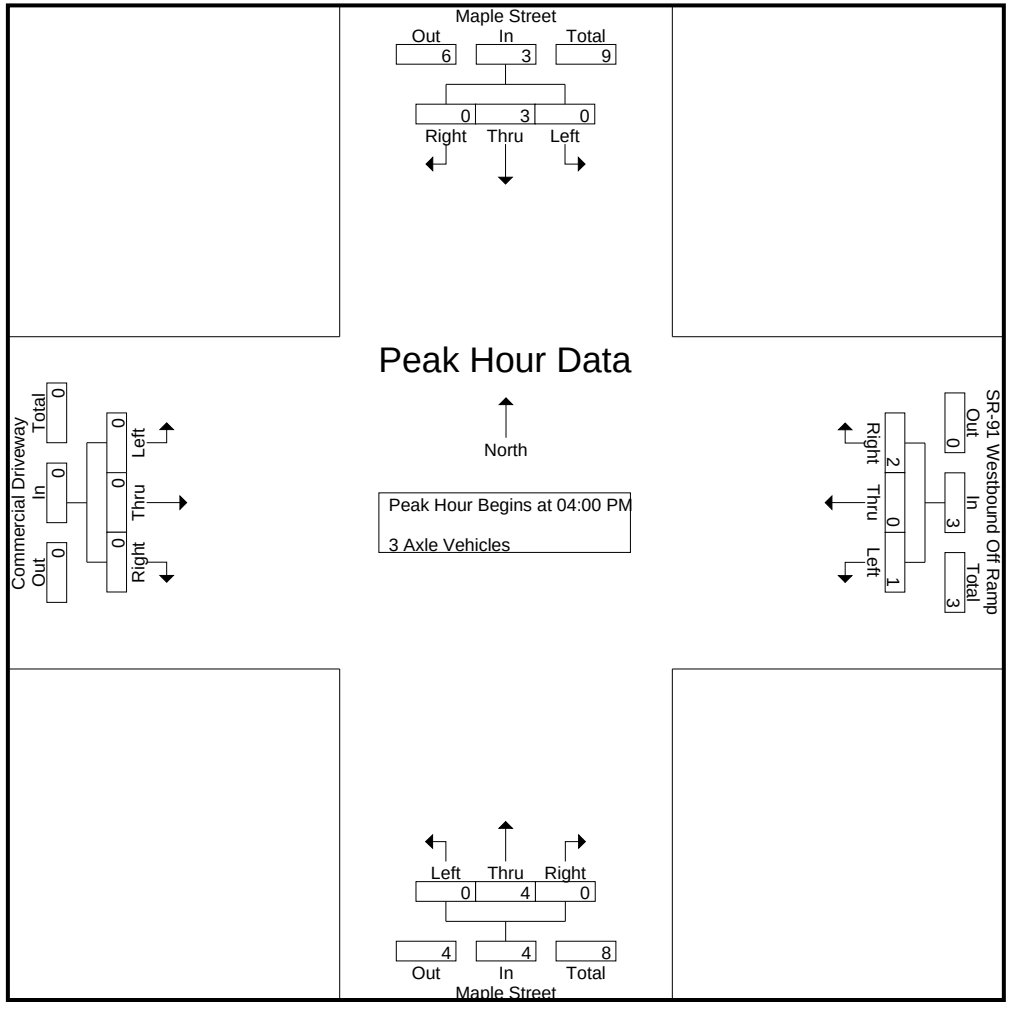
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	1	0	0	1	1	0	2	1	3	0	1	0	0	1	0	0	0	0	0	1	5	6
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	3	0	0	3	1	0	2	1	3	0	4	0	0	4	0	0	0	0	0	1	10	11
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	3	4
Grand Total	0	5	0	0	5	1	0	3	2	4	0	4	0	0	4	0	0	0	0	0	2	13	15
Apprch %	0	100	0			25	0	75			0	100	0			0	0	0					
Total %	0	38.5	0		38.5	7.7	0	23.1		30.8	0	30.8	0		30.8	0	0	0		0	13.3	86.7	

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	**1**	0	**1**	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	**1**	0	**2**	**3**	0	1	0	1	0	0	0	0	**5**
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	1	0	2	3	0	4	0	4	0	0	0	0	10
% App. Total	0	100	0		33.3	0	66.7		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.250	.000	.250	.250	.000	1.00	.000	1.00	.000	.000	.000	.000	.500

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

City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	0	0	0	0	**1**	0	**1**	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	1	0	1	**1**	0	**2**	**3**	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	3	0	3	1	0	2	3	0	4	0	4	0	0	0	0	
% App. Total	0	100	0		33.3	0	66.7		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.250	.000	.250	.250	.000	1.000	.000	1.000	.000	.000	.000	.000	

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

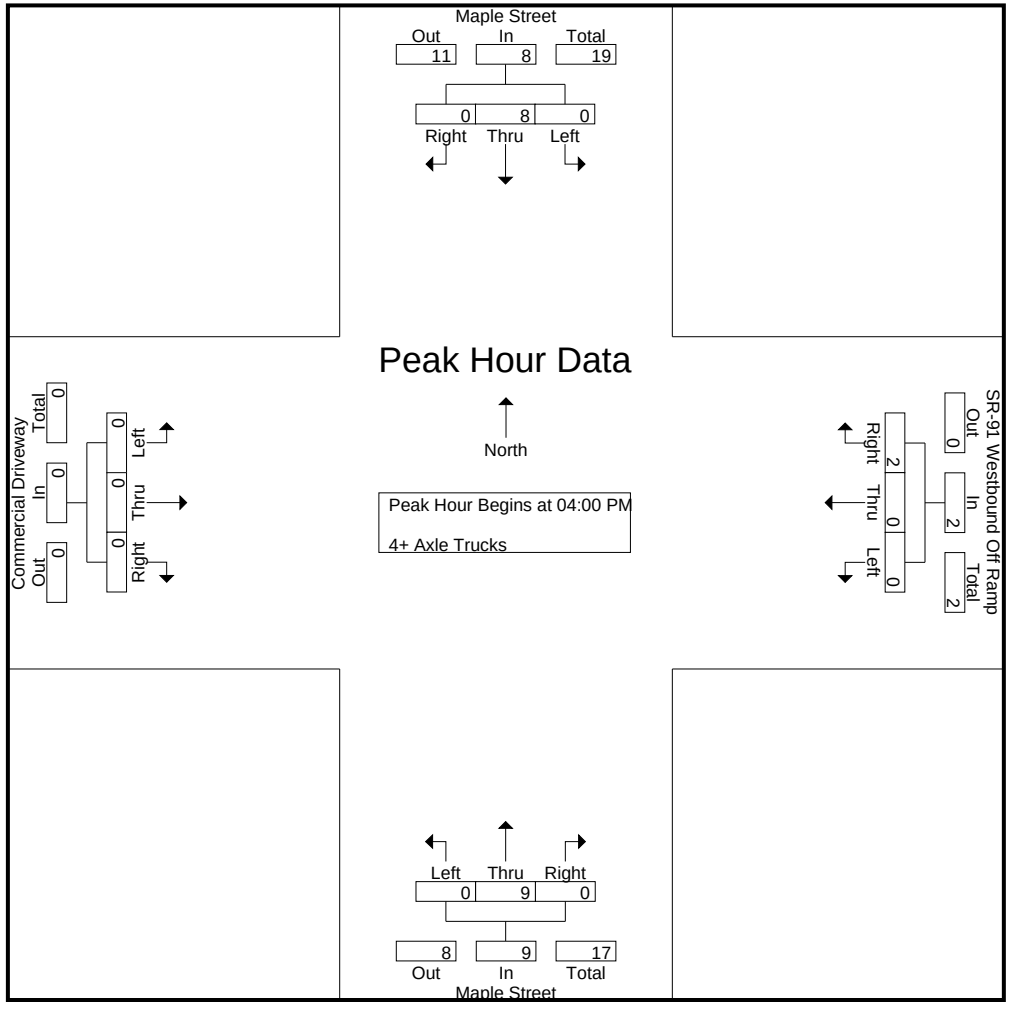
	Maple Street Southbound					SR-91 Westbound Off Ramp Westbound					Maple Street Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	1	6	7
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
04:45 PM	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	7	7
Total	0	8	0	0	8	0	0	2	1	2	0	9	0	0	9	0	0	0	0	0	1	19	20
05:00 PM	0	1	0	0	1	0	0	2	1	2	0	5	0	0	5	0	0	0	0	0	1	8	9
05:15 PM	0	4	0	0	4	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	8	8
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	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
Total	0	11	0	0	11	0	0	4	1	4	0	8	0	0	8	0	0	0	0	0	1	23	24
Grand Total	0	19	0	0	19	0	0	6	2	6	0	17	0	0	17	0	0	0	0	0	2	42	44
Apprch %	0	100	0			0	0	100			0	100	0			0	0	0					
Total %	0	45.2	0		45.2	0	0	14.3		14.3	0	40.5	0		40.5	0	0	0		0	4.5	95.5	

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	**3**	0	**3**	0	0	**1**	**1**	0	2	0	2	0	0	0	0	6
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	1	1	0	**5**	0	**5**	0	0	0	0	**7**
Total Volume	0	8	0	8	0	0	2	2	0	9	0	9	0	0	0	0	19
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.500	.500	.000	.450	.000	.450	.000	.000	.000	.000	.679

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City of Corona
N/S: Maple Street
E/W: SR-91 Westbound Off Ramp
Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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N/S: Maple Street
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Weather: Clear

File Name : 15_COR_Maple_91W Off PM
Site Code : 05123397
Start Date : 4/25/2023

	Maple Street Southbound				SR-91 Westbound Off Ramp Westbound				Maple Street Northbound				Commercial Driveway Eastbound				
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	**3**	0	**3**	0	0	**1**	**1**	0	2	0	2	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	1	1	0	**5**	0	**5**	0	0	0	0	
Total Volume	0	8	0	8	0	0	2	2	0	9	0	9	0	0	0	0	
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.500	.500	.000	.450	.000	.450	.000	.000	.000	.000	

Location: Corona
N/S: Maple Street
E/W: SR-91 WB Off Ramp

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Maple Street Pedestrians	East Leg SR-91 WB Off Ramp Pedestrians	South Leg Maple Street Pedestrians	West Leg Commercial Driveway 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	1	0	0	1
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

	North Leg Maple Street Pedestrians	East Leg SR-91 WB Off Ramp Pedestrians	South Leg Maple Street Pedestrians	West Leg Commercial Driveway 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	1	0	0	2
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	1	0	0	2

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Location: Corona
N/S: Maple Street
E/W: SR-91 WB Off Ramp

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Maple Street			Westbound SR-91 WB Off Ramp			Northbound Maple Street			Eastbound Commercial Driveway			
	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	1	0	0	0	0	1
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	1	0	0	0	0	1

	Southbound Maple Street			Westbound SR-91 WB Off Ramp			Northbound Maple Street			Eastbound Commercial Driveway			
	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	1	0	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:	0	1	0	0	0	0	0	0	0	0	0	0	1

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

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

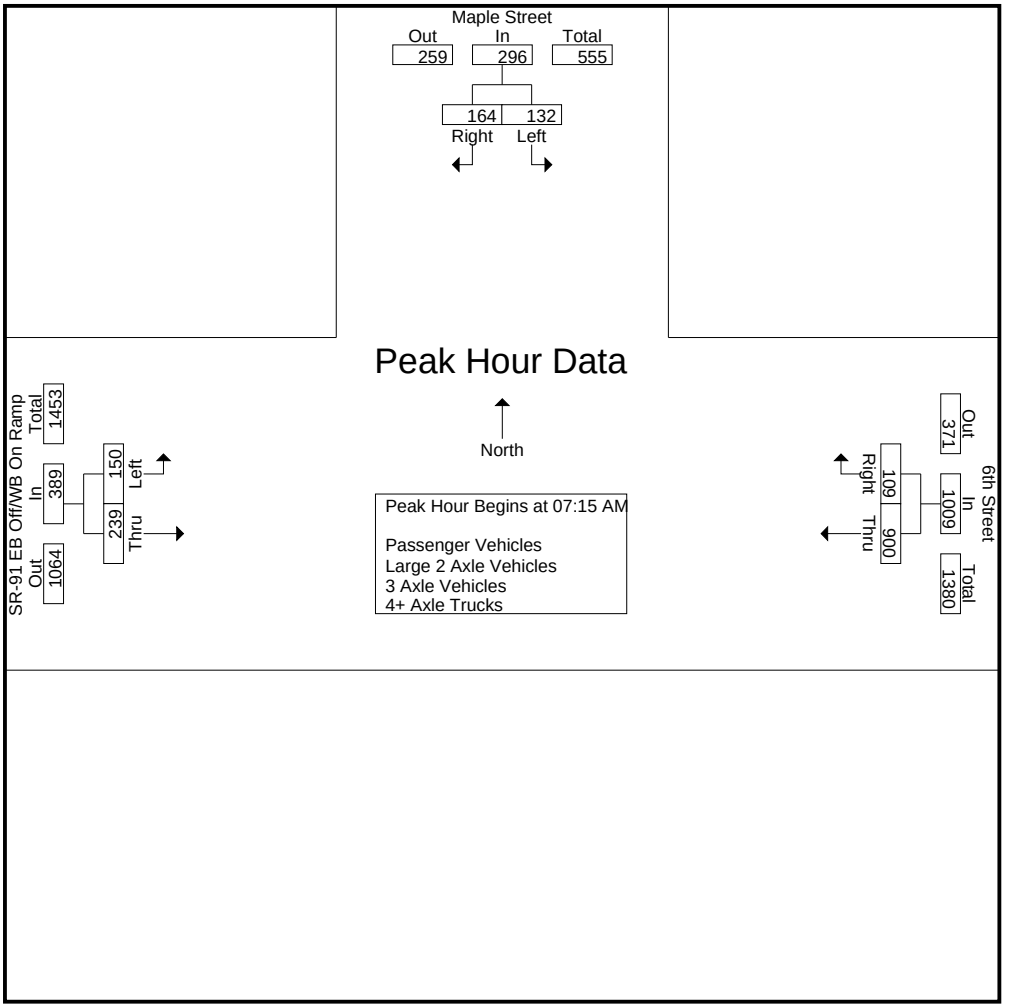
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	26	31	16	57	193	21	4	214	34	61	95	20	366	386
07:15 AM	24	46	12	70	242	31	7	273	34	53	87	19	430	449
07:30 AM	27	51	15	78	299	26	14	325	46	57	103	29	506	535
07:45 AM	33	28	11	61	195	28	12	223	39	52	91	23	375	398
Total	110	156	54	266	929	106	37	1035	153	223	376	91	1677	1768
08:00 AM	48	39	19	87	164	24	6	188	31	77	108	25	383	408
08:15 AM	41	28	9	69	210	22	9	232	38	65	103	18	404	422
08:30 AM	30	25	12	55	189	28	8	217	34	51	85	20	357	377
08:45 AM	38	28	18	66	149	21	7	170	35	62	97	25	333	358
Total	157	120	58	277	712	95	30	807	138	255	393	88	1477	1565
Grand Total	267	276	112	543	1641	201	67	1842	291	478	769	179	3154	3333
Apprch %	49.2	50.8			89.1	10.9			37.8	62.2				
Total %	8.5	8.8		17.2	52	6.4		58.4	9.2	15.2	24.4	5.4	94.6	
Passenger Vehicles	230	250		587	1609	190		1864	261	456	717	0	0	3168
% Passenger Vehicles	86.1	90.6	95.5	89.6	98	94.5	97	97.6	89.7	95.4	93.2	0	0	95
Large 2 Axle Vehicles	22	11		36	25	8		34	7	18	25	0	0	95
% Large 2 Axle Vehicles	8.2	4	2.7	5.5	1.5	4	1.5	1.8	2.4	3.8	3.3	0	0	2.9
3 Axle Vehicles	2	3		5	0	1		1	3	0	3	0	0	9
% 3 Axle Vehicles	0.7	1.1	0	0.8	0	0.5	0	0.1	1	0	0.4	0	0	0.3
4+ Axle Trucks	13	12		27	7	2		10	20	4	24	0	0	61
% 4+ Axle Trucks	4.9	4.3	1.8	4.1	0.4	1	1.5	0.5	6.9	0.8	3.1	0	0	1.8

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	24	46	70	242	**31**	273	34	53	87	430
07:30 AM	27	**51**	78	**299**	26	**325**	**46**	57	103	**506**
07:45 AM	33	28	61	195	28	223	39	52	91	375
08:00 AM	**48**	39	**87**	164	24	188	31	**77**	**108**	383
Total Volume	132	164	296	900	109	1009	150	239	389	1694
% App. Total	44.6	55.4		89.2	10.8		38.6	61.4		
PHF	.688	.804	.851	.753	.879	.776	.815	.776	.900	.837

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
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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			07:30 AM		
+0 mins.	24	46	70	193	21	214	**46**	57	103
+15 mins.	27	**51**	78	242	**31**	273	39	52	91
+30 mins.	33	28	61	**299**	26	**325**	31	**77**	**108**
+45 mins.	**48**	39	**87**	195	28	223	38	65	103
Total Volume	132	164	296	929	106	1035	154	251	405
% App. Total	44.6	55.4		89.8	10.2		38	62	
PHF	.688	.804	.851	.777	.855	.796	.837	.815	.938

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- Passenger Vehicles

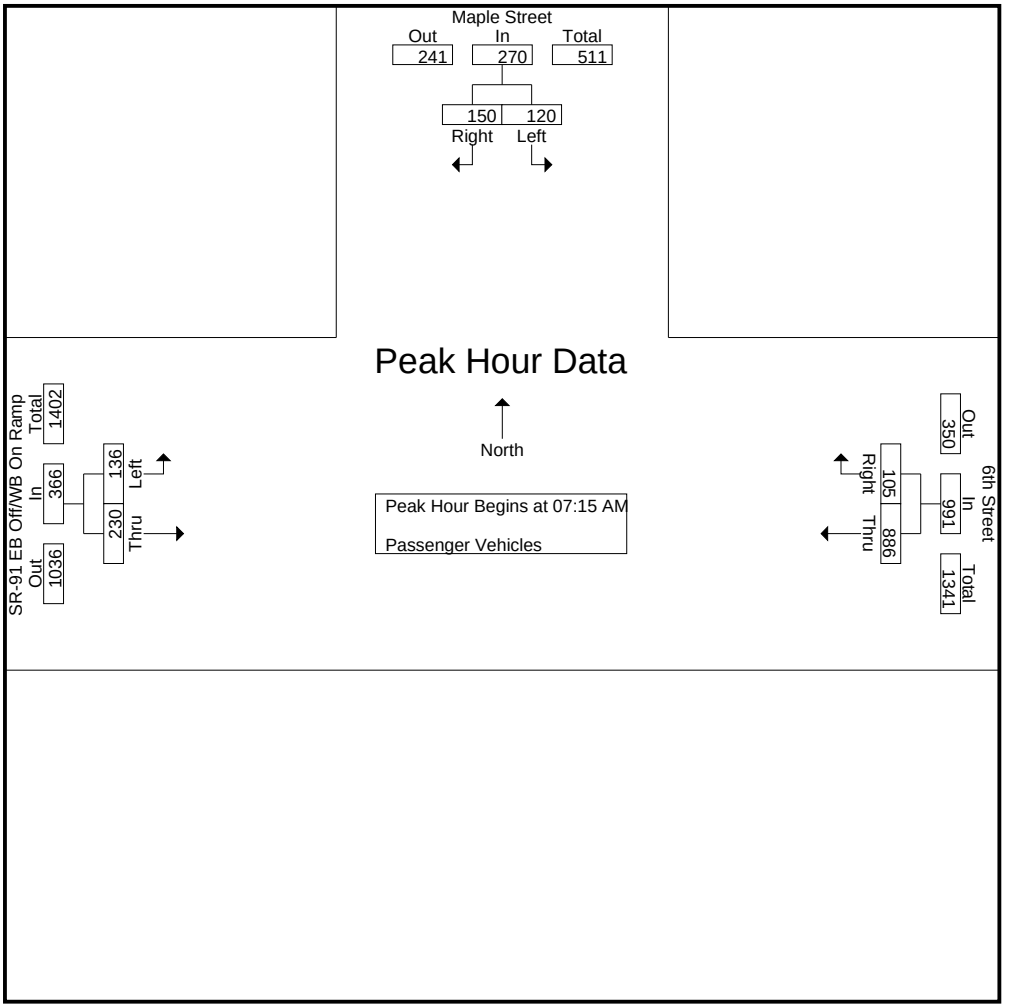
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	19	30	16	49	190	17	4	207	31	57	88	20	344	364
07:15 AM	23	41	11	64	238	30	7	268	32	51	83	18	415	433
07:30 AM	24	48	15	72	294	24	14	318	42	57	99	29	489	518
07:45 AM	29	25	10	54	192	28	12	220	34	50	84	22	358	380
Total	95	144	52	239	914	99	37	1013	139	215	354	89	1606	1695
08:00 AM	44	36	19	80	162	23	6	185	28	72	100	25	365	390
08:15 AM	36	26	9	62	206	21	8	227	34	62	96	17	385	402
08:30 AM	26	20	11	46	183	26	7	209	32	50	82	18	337	355
08:45 AM	29	24	16	53	144	21	7	165	28	57	85	23	303	326
Total	135	106	55	241	695	91	28	786	122	241	363	83	1390	1473
Grand Total	230	250	107	480	1609	190	65	1799	261	456	717	172	2996	3168
Apprch %	47.9	52.1			89.4	10.6			36.4	63.6				
Total %	7.7	8.3		16	53.7	6.3		60	8.7	15.2	23.9	5.4	94.6	

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	23	41	64	238	**30**	268	32	51	83	415
07:30 AM	24	**48**	72	**294**	24	**318**	**42**	57	99	**489**
07:45 AM	29	25	54	192	28	220	34	50	84	358
08:00 AM	**44**	36	**80**	162	23	185	28	**72**	**100**	365
Total Volume	120	150	270	886	105	991	136	230	366	1627
% App. Total	44.4	55.6		89.4	10.6		37.2	62.8		
PHF	.682	.781	.844	.753	.875	.779	.810	.799	.915	.832

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City of Corona
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Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
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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		
+0 mins.	23	41	64	238	**30**	268	32	51	83
+15 mins.	24	**48**	72	**294**	24	**318**	**42**	57	99
+30 mins.	29	25	54	192	28	220	34	50	84
+45 mins.	**44**	36	**80**	162	23	185	28	**72**	**100**
Total Volume	120	150	270	886	105	991	136	230	366
% App. Total	44.4	55.6		89.4	10.6		37.2	62.8	
PHF	.682	.781	.844	.753	.875	.779	.810	.799	.915

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City of Corona
N/S: Maple Street
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Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

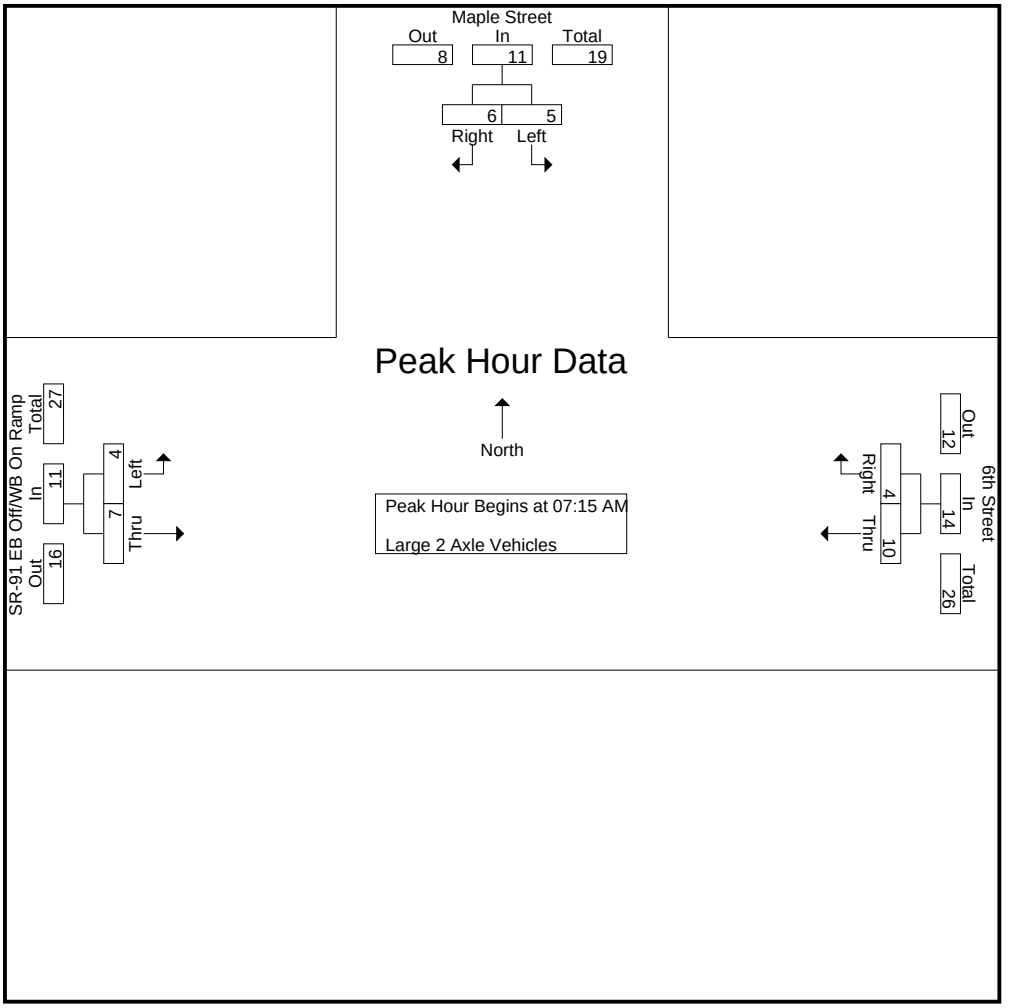
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	1	0	7	3	3	0	6	0	3	3	0	16	16
07:15 AM	1	1	1	2	3	1	0	4	0	2	2	1	8	9
07:30 AM	1	2	0	3	3	2	0	5	0	0	0	0	8	8
07:45 AM	2	2	1	4	2	0	0	2	3	1	4	1	10	11
Total	10	6	2	16	11	6	0	17	3	6	9	2	42	44
08:00 AM	1	1	0	2	2	1	0	3	1	4	5	0	10	10
08:15 AM	3	1	0	4	4	0	0	4	1	2	3	0	11	11
08:30 AM	3	1	0	4	6	1	1	7	0	1	1	1	12	13
08:45 AM	5	2	1	7	2	0	0	2	2	5	7	1	16	17
Total	12	5	1	17	14	2	1	16	4	12	16	2	49	51
Grand Total	22	11	3	33	25	8	1	33	7	18	25	4	91	95
Apprch %	66.7	33.3			75.8	24.2			28	72				
Total %	24.2	12.1		36.3	27.5	8.8		36.3	7.7	19.8	27.5	4.2	95.8	

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	2	**3**	1	4	0	2	2	8
07:30 AM	1	**2**	3	3	**2**	**5**	0	0	0	8
07:45 AM	**2**	2	**4**	2	0	2	**3**	1	4	**10**
08:00 AM	1	1	2	2	1	3	1	**4**	**5**	10
Total Volume	5	6	11	10	4	14	4	7	11	36
% App. Total	45.5	54.5		71.4	28.6		36.4	63.6		
PHF	.625	.750	.688	.833	.500	.700	.333	.438	.550	.900

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
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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		
+0 mins.	1	1	2	**3**	1	4	0	2	2
+15 mins.	1	**2**	3	3	**2**	**5**	0	0	0
+30 mins.	**2**	2	**4**	2	0	2	**3**	1	4
+45 mins.	1	1	2	2	1	3	1	**4**	**5**
Total Volume	5	6	11	10	4	14	4	7	11
% App. Total	45.5	54.5		71.4	28.6		36.4	63.6	
PHF	.625	.750	.688	.833	.500	.700	.333	.438	.550

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- 3 Axle Vehicles

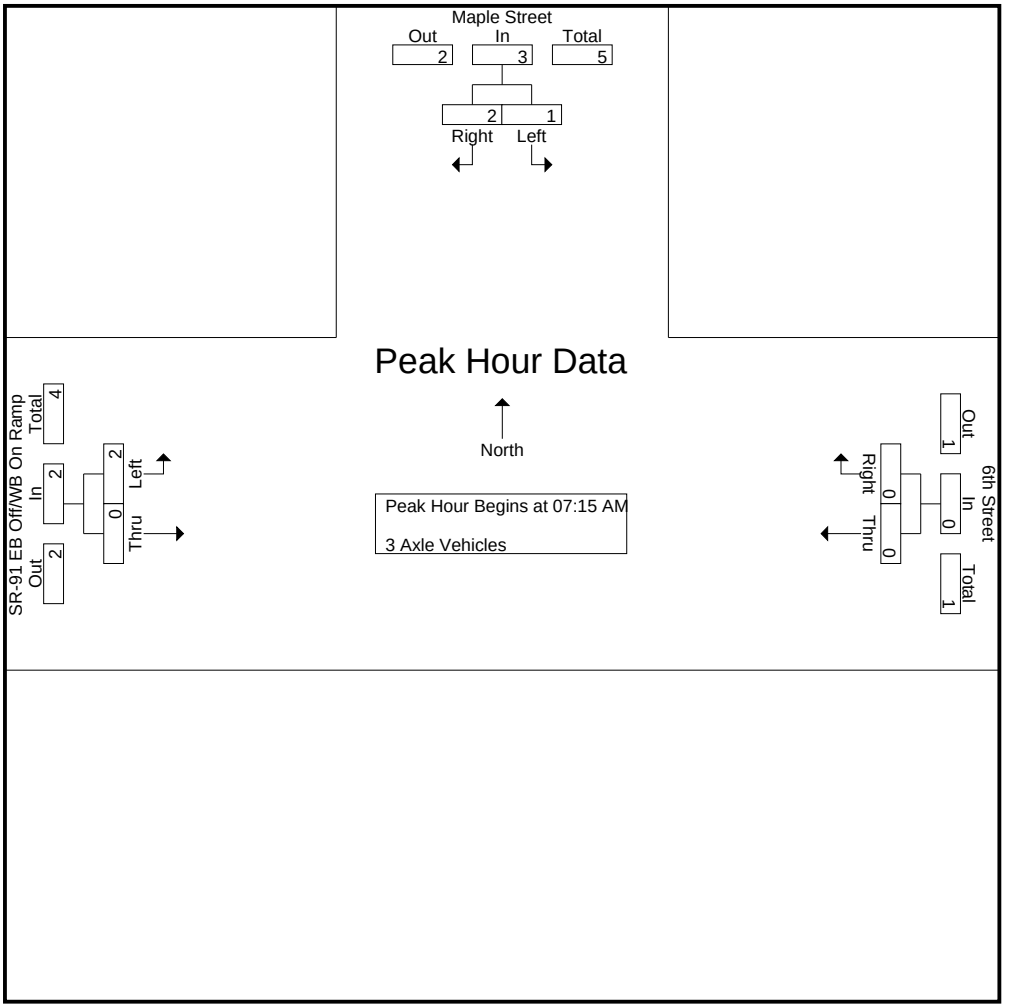
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	1	0	2	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	2	0	2	0	4	4
08:00 AM	1	1	0	2	0	0	0	0	1	0	1	0	3	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	1
Total	2	2	0	4	0	0	0	0	1	0	1	0	5	5
Grand Total	2	3	0	5	0	1	0	1	3	0	3	0	9	9
Apprch %	40	60			0	100			100	0				
Total %	22.2	33.3		55.6	0	11.1		11.1	33.3	0	33.3	0	100	

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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**	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	**1**	0	**1**	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	**1**	1	**2**	0	0	0	1	0	1	**3**
Total Volume	1	2	3	0	0	0	2	0	2	5
% App. Total	33.3	66.7		0	0		100	0		
PHF	.250	.500	.375	.000	.000	.000	.500	.000	.500	.417

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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		
+0 mins.	0	**1**	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	1	**2**	0	0	0	1	0	1
Total Volume	1	2	3	0	0	0	2	0	2
% App. Total	33.3	66.7		0	0		100	0	
PHF	.250	.500	.375	.000	.000	.000	.500	.000	.500

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City of Corona
N/S: Maple Street
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Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

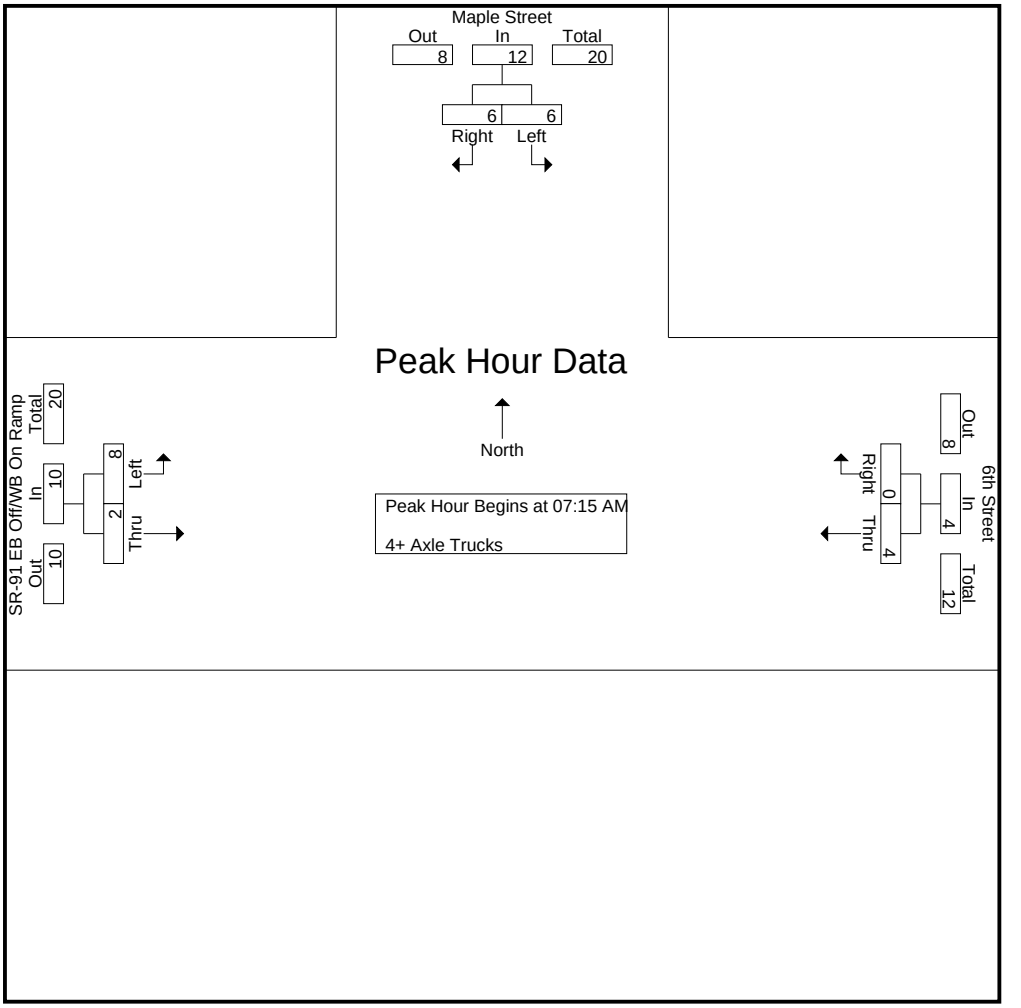
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	2	1	3	0	4	4
07:15 AM	0	3	0	3	1	0	0	1	2	0	2	0	6	6
07:30 AM	2	1	0	3	2	0	0	2	3	0	3	0	8	8
07:45 AM	2	1	0	3	1	0	0	1	2	1	3	0	7	7
Total	5	5	0	10	4	0	0	4	9	2	11	0	25	25
08:00 AM	2	1	0	3	0	0	0	0	1	1	2	0	5	5
08:15 AM	1	1	0	2	0	1	1	1	3	1	4	1	7	8
08:30 AM	1	4	1	5	0	1	0	1	2	0	2	1	8	9
08:45 AM	4	1	1	5	3	0	0	3	5	0	5	1	13	14
Total	8	7	2	15	3	2	1	5	11	2	13	3	33	36
Grand Total	13	12	2	25	7	2	1	9	20	4	24	3	58	61
Apprch %	52	48			77.8	22.2			83.3	16.7				
Total %	22.4	20.7		43.1	12.1	3.4		15.5	34.5	6.9	41.4	4.9	95.1	

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**3**	**3**	1	0	1	2	0	2	6
07:30 AM	**2**	1	3	**2**	0	**2**	**3**	0	**3**	**8**
07:45 AM	2	1	3	1	0	1	2	**1**	3	7
08:00 AM	2	1	3	0	0	0	1	1	2	5
Total Volume	6	6	12	4	0	4	8	2	10	26
% App. Total	50	50		100	0		80	20		
PHF	.750	.500	1.00	.500	.000	.500	.667	.500	.833	.813

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th AM
Site Code : 05123397
Start Date : 4/25/2023
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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		
+0 mins.	0	**3**	**3**	1	0	1	2	0	2
+15 mins.	**2**	1	3	**2**	0	**2**	**3**	0	**3**
+30 mins.	2	1	3	1	0	1	2	**1**	3
+45 mins.	2	1	3	0	0	0	1	1	2
Total Volume	6	6	12	4	0	4	8	2	10
% App. Total	50	50		100	0		80	20	
PHF	.750	.500	1.000	.500	.000	.500	.667	.500	.833

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City of Corona
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Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

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

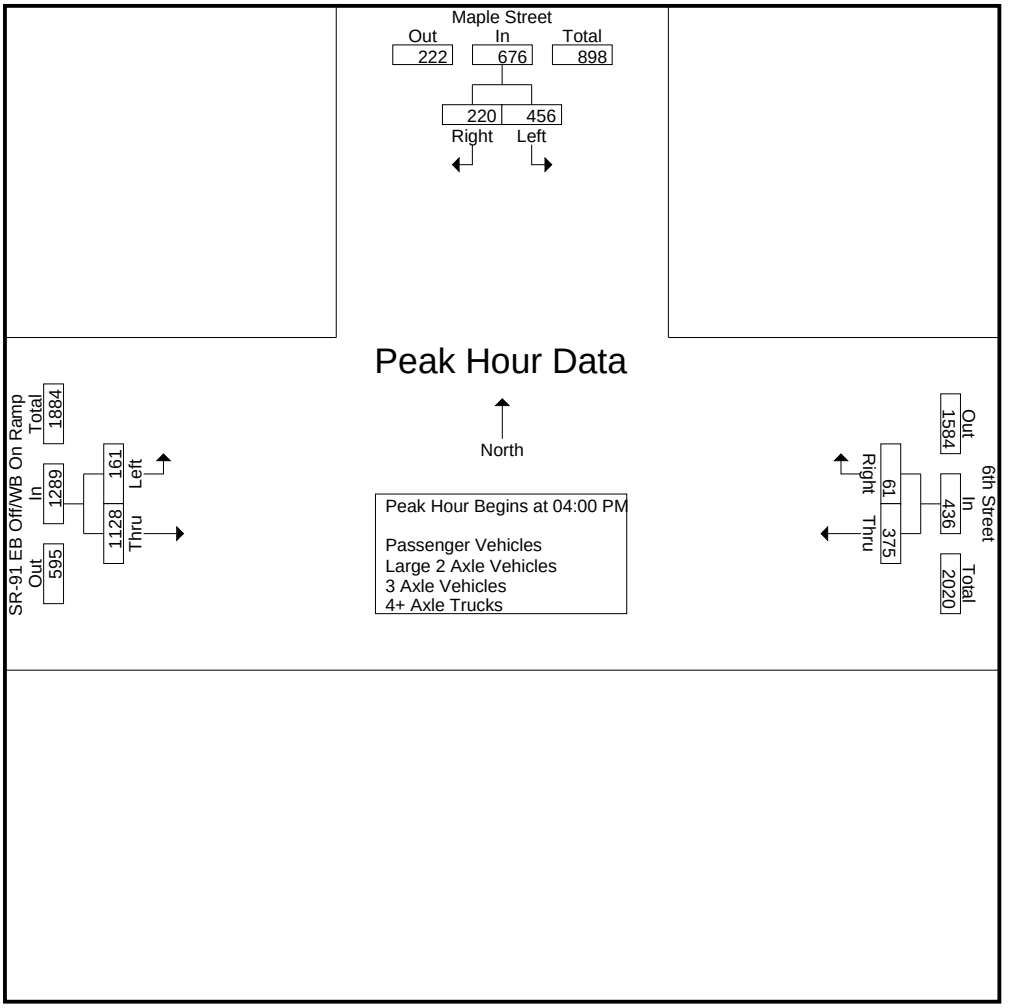
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	129	59	27	188	96	15	8	111	31	256	287	35	586	621
04:15 PM	92	50	22	142	88	15	7	103	41	266	307	29	552	581
04:30 PM	143	67	23	210	94	15	6	109	33	315	348	29	667	696
04:45 PM	92	44	21	136	97	16	8	113	56	291	347	29	596	625
Total	456	220	93	676	375	61	29	436	161	1128	1289	122	2401	2523
05:00 PM	124	32	18	156	81	13	8	94	51	278	329	26	579	605
05:15 PM	77	34	23	111	74	13	5	87	53	308	361	28	559	587
05:30 PM	119	37	12	156	88	15	9	103	35	318	353	21	612	633
05:45 PM	73	24	20	97	56	11	7	67	34	304	338	27	502	529
Total	393	127	73	520	299	52	29	351	173	1208	1381	102	2252	2354
Grand Total	849	347	166	1196	674	113	58	787	334	2336	2670	224	4653	4877
Apprch %	71	29			85.6	14.4			12.5	87.5				
Total %	18.2	7.5		25.7	14.5	2.4		16.9	7.2	50.2	57.4	4.6	95.4	
Passenger Vehicles	832	326		1318	663	112		832	308	2309	2617	0	0	4767
% Passenger Vehicles	98	93.9	96.4	96.8	98.4	99.1	98.3	98.5	92.2	98.8	98	0	0	97.7
Large 2 Axle Vehicles	8	6		17	10	1		12	6	24	30	0	0	59
% Large 2 Axle Vehicles	0.9	1.7	1.8	1.2	1.5	0.9	1.7	1.4	1.8	1	1.1	0	0	1.2
3 Axle Vehicles	4	2		6	0	0		0	4	2	6	0	0	12
% 3 Axle Vehicles	0.5	0.6	0	0.4	0	0	0	0	1.2	0.1	0.2	0	0	0.2
4+ Axle Trucks	5	13		21	1	0		1	16	1	17	0	0	39
% 4+ Axle Trucks	0.6	3.7	1.8	1.5	0.1	0	0	0.1	4.8	0	0.6	0	0	0.8

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	129	59	188	96	15	111	31	256	287	586
04:15 PM	92	50	142	88	15	103	41	266	307	552
04:30 PM	**143**	**67**	**210**	94	15	109	33	**315**	**348**	**667**
04:45 PM	92	44	136	**97**	**16**	**113**	**56**	291	347	596
Total Volume	456	220	676	375	61	436	161	1128	1289	2401
% App. Total	67.5	32.5		86	14		12.5	87.5		
PHF	.797	.821	.805	.966	.953	.965	.719	.895	.926	.900

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
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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			04:45 PM		
+0 mins.	129	59	188	96	15	111	**56**	291	347
+15 mins.	92	50	142	88	15	103	51	278	329
+30 mins.	**143**	**67**	**210**	94	15	109	53	308	**361**
+45 mins.	92	44	136	**97**	**16**	**113**	35	**318**	353
Total Volume	456	220	676	375	61	436	195	1195	1390
% App. Total	67.5	32.5		86	14		14	86	
PHF	.797	.821	.805	.966	.953	.965	.871	.939	.963

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Passenger Vehicles

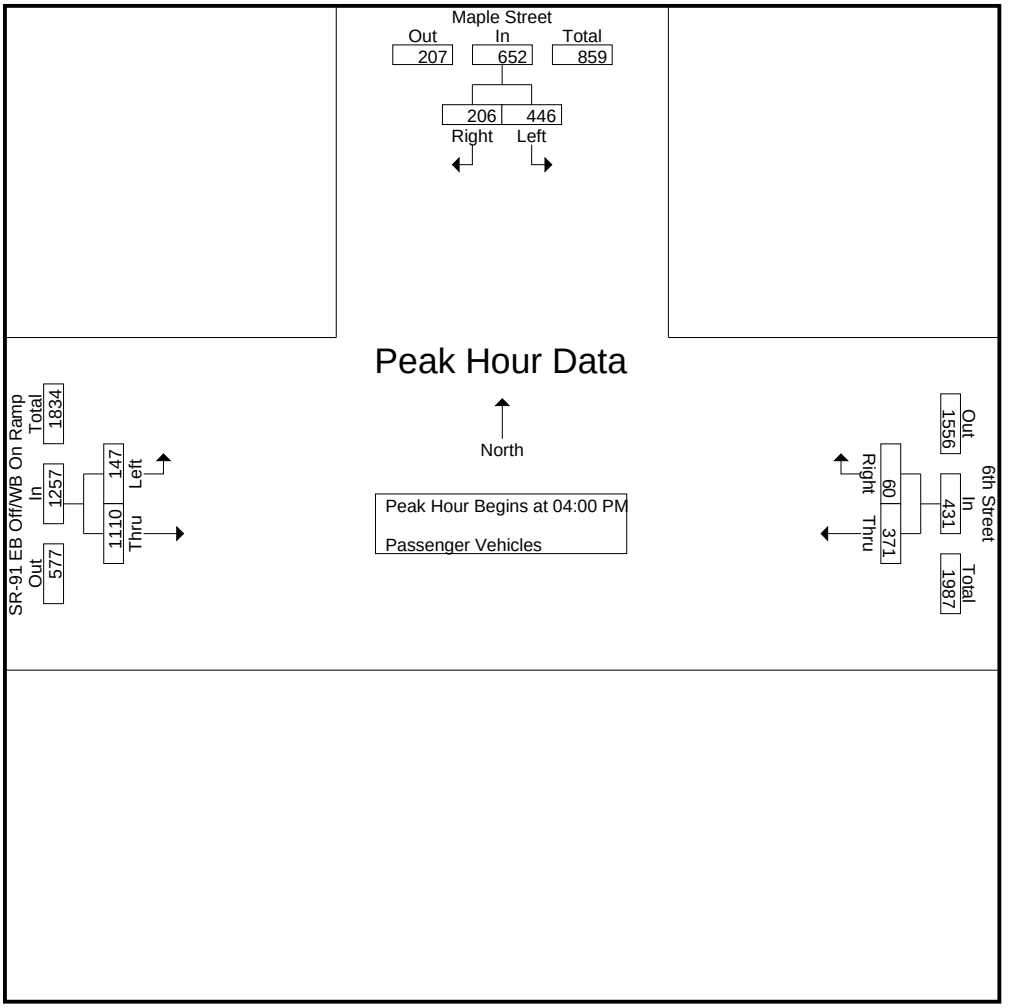
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	127	54	26	181	95	14	7	109	28	249	277	33	567	600
04:15 PM	91	47	20	138	86	15	7	101	38	263	301	27	540	567
04:30 PM	139	63	22	202	94	15	6	109	31	309	340	28	651	679
04:45 PM	89	42	21	131	96	16	8	112	50	289	339	29	582	611
Total	446	206	89	652	371	60	28	431	147	1110	1257	117	2340	2457
05:00 PM	122	31	18	153	78	13	8	91	44	274	318	26	562	588
05:15 PM	75	30	22	105	72	13	5	85	51	306	357	27	547	574
05:30 PM	117	37	12	154	86	15	9	101	34	315	349	21	604	625
05:45 PM	72	22	19	94	56	11	7	67	32	304	336	26	497	523
Total	386	120	71	506	292	52	29	344	161	1199	1360	100	2210	2310
Grand Total	832	326	160	1158	663	112	57	775	308	2309	2617	217	4550	4767
Apprch %	71.8	28.2			85.5	14.5			11.8	88.2				
Total %	18.3	7.2		25.5	14.6	2.5		17	6.8	50.7	57.5	4.6	95.4	

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	127	54	181	95	14	109	28	249	277	567
04:15 PM	91	47	138	86	15	101	38	263	301	540
04:30 PM	**139**	**63**	**202**	94	15	109	31	**309**	**340**	**651**
04:45 PM	89	42	131	**96**	**16**	**112**	**50**	289	339	582
Total Volume	446	206	652	371	60	431	147	1110	1257	2340
% App. Total	68.4	31.6		86.1	13.9		11.7	88.3		
PHF	.802	.817	.807	.966	.938	.962	.735	.898	.924	.899

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City of Corona
N/S: Maple Street
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Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
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		
+0 mins.	127	54	181	95	14	109	28	249	277
+15 mins.	91	47	138	86	15	101	38	263	301
+30 mins.	**139**	**63**	**202**	94	15	109	31	**309**	**340**
+45 mins.	89	42	131	**96**	**16**	**112**	**50**	289	339
Total Volume	446	206	652	371	60	431	147	1110	1257
% App. Total	68.4	31.6		86.1	13.9		11.7	88.3	
PHF	.802	.817	.807	.966	.938	.962	.735	.898	.924

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City of Corona
N/S: Maple Street
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Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

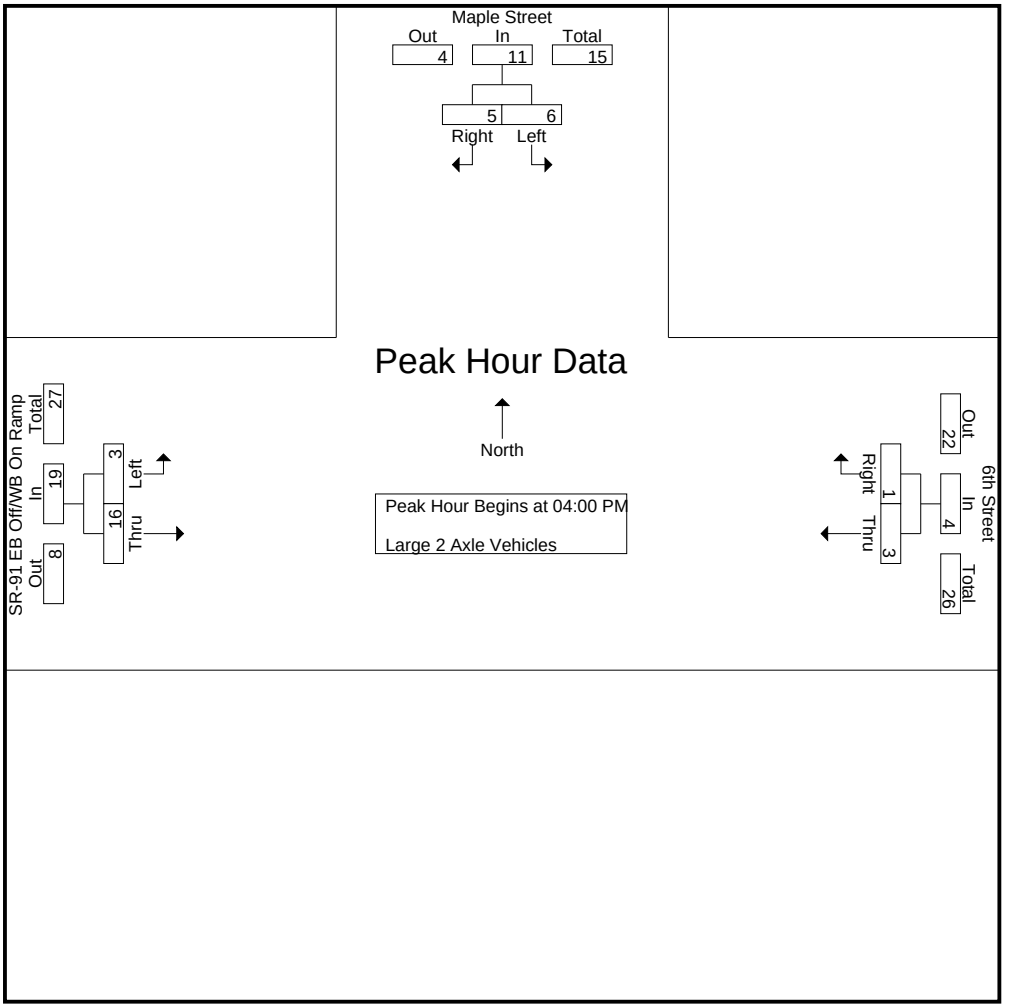
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	1	0	3	1	1	1	2	1	7	8	1	13	14
04:15 PM	0	2	2	2	1	0	0	1	1	2	3	2	6	8
04:30 PM	3	1	1	4	0	0	0	0	0	6	6	1	10	11
04:45 PM	1	1	0	2	1	0	0	1	1	1	2	0	5	5
Total	6	5	3	11	3	1	1	4	3	16	19	4	34	38
05:00 PM	1	0	0	1	3	0	0	3	2	4	6	0	10	10
05:15 PM	0	1	0	1	2	0	0	2	0	2	2	0	5	5
05:30 PM	1	0	0	1	2	0	0	2	1	2	3	0	6	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	3	7	0	0	7	3	8	11	0	21	21
Grand Total	8	6	3	14	10	1	1	11	6	24	30	4	55	59
Apprch %	57.1	42.9			90.9	9.1			20	80				
Total %	14.5	10.9		25.5	18.2	1.8		20	10.9	43.6	54.5	6.8	93.2	

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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**	**7**	**8**	**13**
04:15 PM	0	**2**	2	1	0	1	1	2	3	6
04:30 PM	**3**	1	**4**	0	0	0	0	6	6	10
04:45 PM	1	1	2	1	0	1	1	1	2	5
Total Volume	6	5	11	3	1	4	3	16	19	34
% App. Total	54.5	45.5		75	25		15.8	84.2		
PHF	.500	.625	.688	.750	.250	.500	.750	.571	.594	.654

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City of Corona
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Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
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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		
+0 mins.	2	1	3	**1**	**1**	**2**	**1**	**7**	**8**
+15 mins.	0	**2**	2	1	0	1	1	2	3
+30 mins.	**3**	1	**4**	0	0	0	0	6	6
+45 mins.	1	1	2	1	0	1	1	1	2
Total Volume	6	5	11	3	1	4	3	16	19
% App. Total	54.5	45.5		75	25		15.8	84.2	
PHF	.500	.625	.688	.750	.250	.500	.750	.571	.594

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- 3 Axle Vehicles

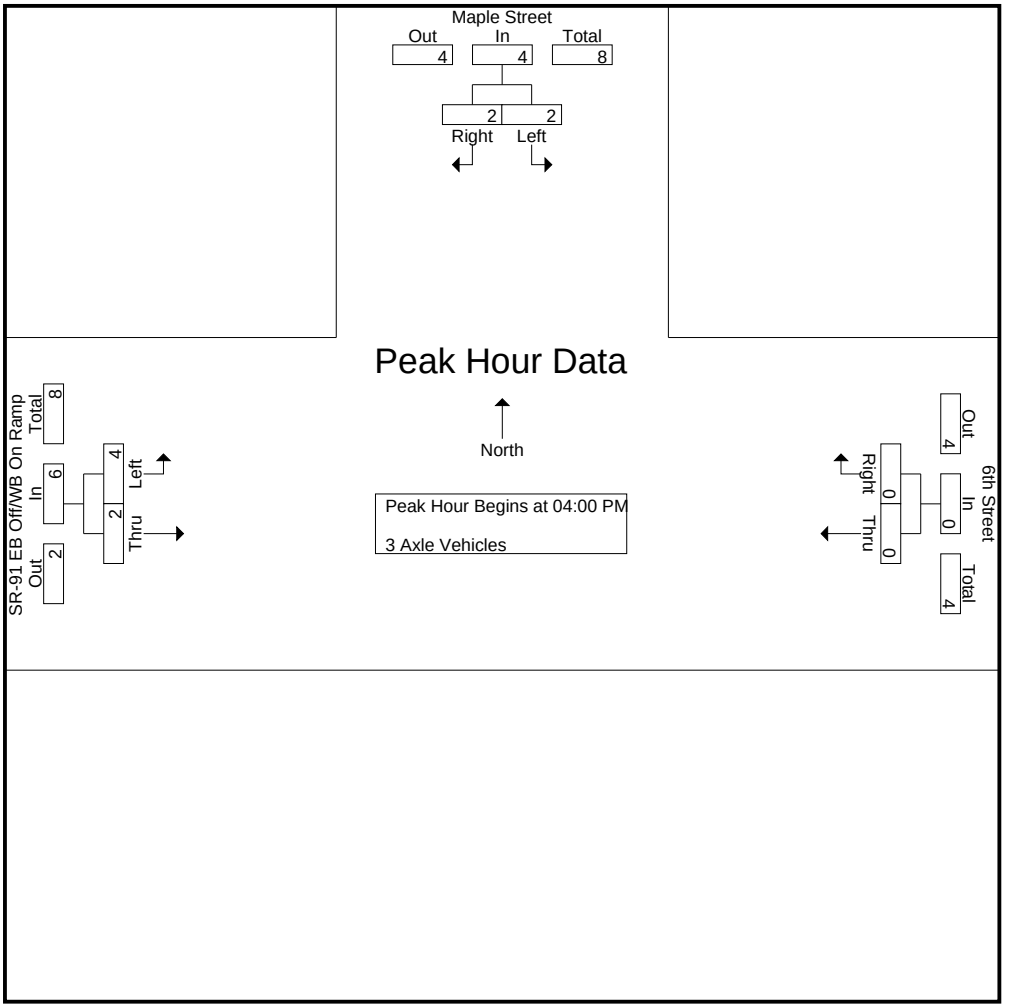
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	1	0	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	1	1	2	0	2	2
04:30 PM	1	1	0	2	0	0	0	0	1	0	1	0	3	3
04:45 PM	1	0	0	1	0	0	0	0	1	1	2	0	3	3
Total	2	2	0	4	0	0	0	0	4	2	6	0	10	10
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
05:30 PM	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
Total	2	0	0	2	0	0	0	0	0	0	0	0	2	2
Grand Total	4	2	0	6	0	0	0	0	4	2	6	0	12	12
Apprch %	66.7	33.3			0	0			66.7	33.3				
Total %	33.3	16.7		50	0	0		0	33.3	16.7	50	0	100	

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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**	1	0	0	0	**1**	0	1	2
04:15 PM	0	0	0	0	0	0	1	**1**	**2**	2
04:30 PM	**1**	1	**2**	0	0	0	1	0	1	**3**
04:45 PM	1	0	1	0	0	0	1	1	2	3
Total Volume	2	2	4	0	0	0	4	2	6	10
% App. Total	50	50		0	0		66.7	33.3		
PHF	.500	.500	.500	.000	.000	.000	1.00	.500	.750	.833

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
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		
+0 mins.	0	**1**	1	0	0	0	**1**	0	1
+15 mins.	0	0	0	0	0	0	1	**1**	**2**
+30 mins.	**1**	1	**2**	0	0	0	1	0	1
+45 mins.	1	0	1	0	0	0	1	1	2
Total Volume	2	2	4	0	0	0	4	2	6
% App. Total	50	50		0	0		66.7	33.3	
PHF	.500	.500	.500	.000	.000	.000	1.000	.500	.750

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City of Corona
N/S: Maple Street
E/W: SR-91 EB Off/WB On Ramp/6th Street
Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

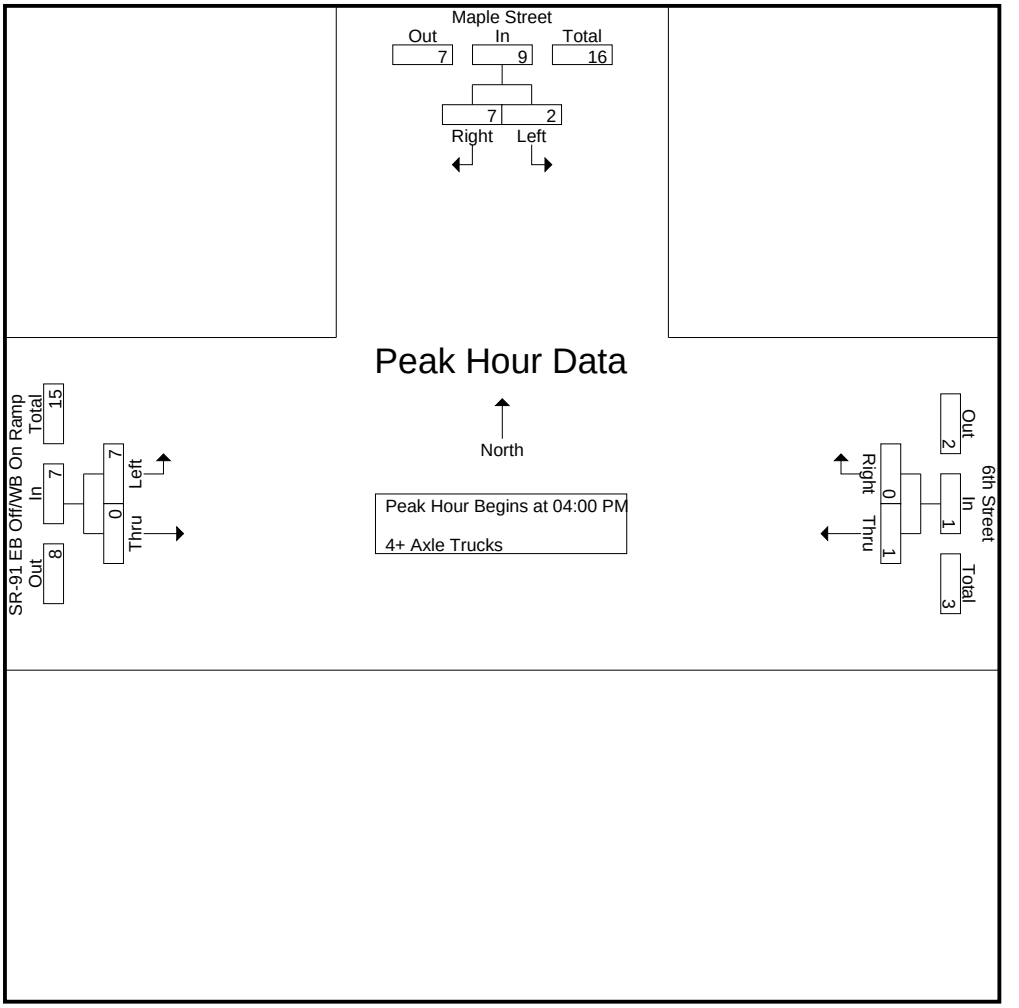
	Maple Street Southbound				6th Street Westbound				SR-91 EB Off/WB On Ramp Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	1	3	0	0	0	0	1	0	1	1	4	5
04:15 PM	1	1	0	2	1	0	0	1	1	0	1	0	4	4
04:30 PM	0	2	0	2	0	0	0	0	1	0	1	0	3	3
04:45 PM	1	1	0	2	0	0	0	0	4	0	4	0	6	6
Total	2	7	1	9	1	0	0	1	7	0	7	1	17	18
05:00 PM	0	1	0	1	0	0	0	0	5	0	5	0	6	6
05:15 PM	1	3	1	4	0	0	0	0	2	0	2	1	6	7
05:30 PM	1	0	0	1	0	0	0	0	0	1	1	0	2	2
05:45 PM	1	2	1	3	0	0	0	0	2	0	2	1	5	6
Total	3	6	2	9	0	0	0	0	9	1	10	2	19	21
Grand Total	5	13	3	18	1	0	0	1	16	1	17	3	36	39
Apprch %	27.8	72.2			100	0			94.1	5.9				
Total %	13.9	36.1		50	2.8	0		2.8	44.4	2.8	47.2	7.7	92.3	

	Maple Street Southbound			6th Street Westbound			SR-91 EB Off/WB On Ramp Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**3**	**3**	0	0	0	1	0	1	4
04:15 PM	**1**	1	2	**1**	0	**1**	1	0	1	4
04:30 PM	0	2	2	0	0	0	1	0	1	3
04:45 PM	1	1	2	0	0	0	**4**	0	**4**	**6**
Total Volume	2	7	9	1	0	1	7	0	7	17
% App. Total	22.2	77.8		100	0		100	0		
PHF	.500	.583	.750	.250	.000	.250	.438	.000	.438	.708

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City of Corona
N/S: Maple Street
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Weather: Clear

File Name : 16_COR_Maple_6th PM
Site Code : 05123397
Start Date : 4/25/2023
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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		
+0 mins.	0	**3**	**3**	0	0	0	1	0	1
+15 mins.	**1**	1	2	**1**	0	**1**	1	0	1
+30 mins.	0	2	2	0	0	0	1	0	1
+45 mins.	1	1	2	0	0	0	**4**	0	**4**
Total Volume	2	7	9	1	0	1	7	0	7
% App. Total	22.2	77.8		100	0		100	0	
PHF	.500	.583	.750	.250	.000	.250	.438	.000	.438

Location: Corona
N/S: Maple Street
E/W: SR-91 Ramps/6th Street

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Maple Street	East Leg 6th Street	South Leg Maple Street	West Leg SR-91 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 Maple Street	East Leg 6th Street	South Leg Maple Street	West Leg SR-91 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

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Location: Corona
N/S: Maple Street
E/W: SR-91 Ramps/6th Street

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Maple Street			Westbound 6th Street			Northbound Maple Street			Eastbound SR-91 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	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	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	0	0	0	0	1

	Southbound Maple Street			Westbound 6th Street			Northbound Maple Street			Eastbound SR-91 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	1	0	0	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	0	0	0	0	0	0	0	0	0	0	1

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951-268-6268

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

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

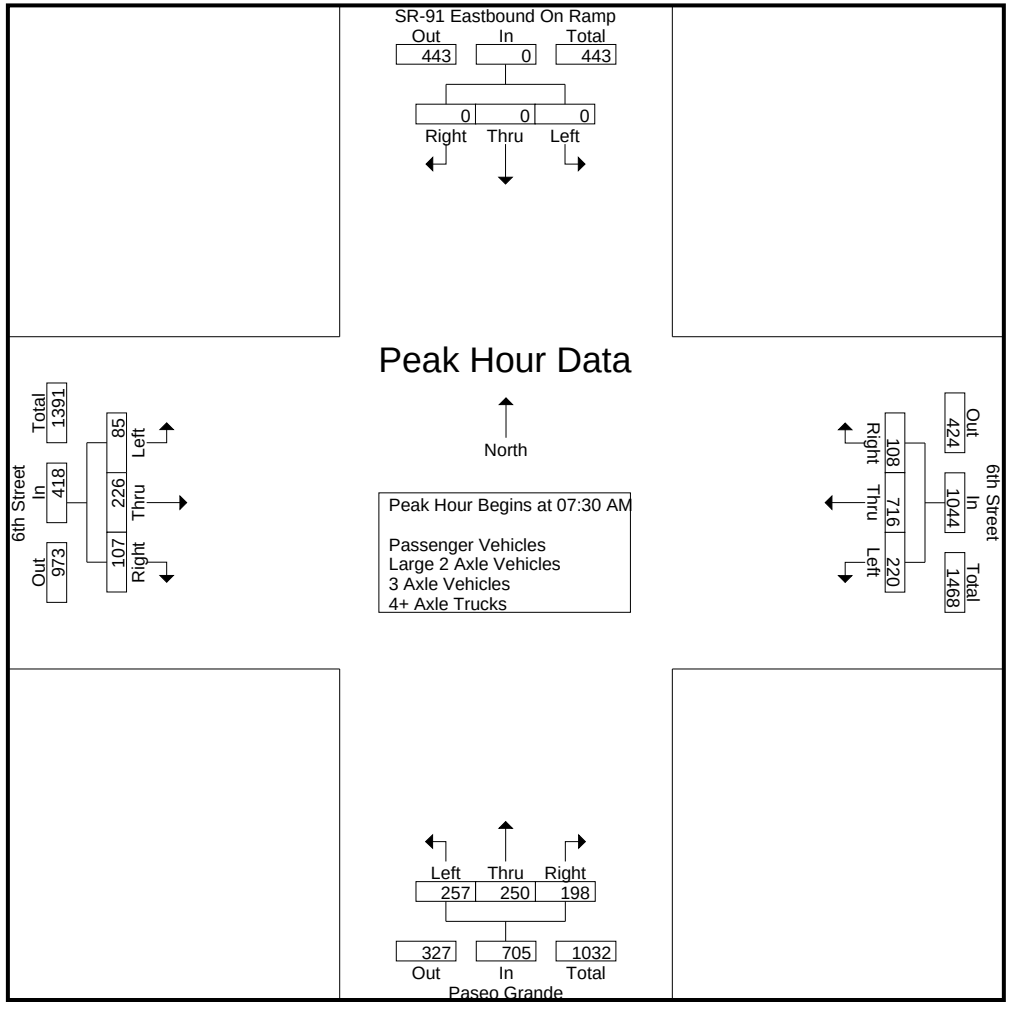
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	68	173	28	8	269	52	56	13	10	121	24	47	20	6	91	24	481	505
07:15 AM	0	0	0	0	0	53	212	26	5	291	67	70	17	8	154	15	55	14	5	84	18	529	547
07:30 AM	0	0	0	0	0	53	256	35	10	344	74	67	30	17	171	21	40	21	8	82	35	597	632
07:45 AM	0	0	0	0	0	72	164	19	6	255	68	69	45	23	182	20	47	30	10	97	39	534	573
Total	0	0	0	0	0	246	805	108	29	1159	261	262	105	58	628	80	189	85	29	354	116	2141	2257
08:00 AM	0	0	0	0	0	45	127	23	6	195	54	57	56	25	167	22	79	23	4	124	35	486	521
08:15 AM	0	0	0	0	0	50	169	31	9	250	61	57	67	34	185	22	60	33	13	115	56	550	606
08:30 AM	0	0	0	0	0	45	163	33	8	241	59	43	27	14	129	13	47	19	11	79	33	449	482
08:45 AM	0	0	0	0	0	42	131	21	5	194	49	49	24	15	122	20	61	24	6	105	26	421	447
Total	0	0	0	0	0	182	590	108	28	880	223	206	174	88	603	77	247	99	34	423	150	1906	2056
Grand Total	0	0	0	0	0	428	1395	216	57	2039	484	468	279	146	1231	157	436	184	63	777	266	4047	4313
Apprch %	0	0	0			21	68.4	10.6			39.3	38	22.7			20.2	56.1	23.7					
Total %	0	0	0		0	10.6	34.5	5.3		50.4	12	11.6	6.9		30.4	3.9	10.8	4.5		19.2	6.2	93.8	
Passenger Vehicles	0	0	0		0	415	1331	204		2003	481	458	272		1353	125	412	172		768	0	0	4124
% Passenger Vehicles	0	0	0	0	0	97	95.4	94.4	93	95.6	99.4	97.9	97.5	97.3	98.3	79.6	94.5	93.5	93.7	91.4	0	0	95.6
Large 2 Axle Vehicles	0	0	0		0	12	53	8		77	3	7	6		19	20	19	10		52	0	0	148
% Large 2 Axle Vehicles	0	0	0	0	0	2.8	3.8	3.7	7	3.7	0.6	1.5	2.2	2.1	1.4	12.7	4.4	5.4	4.8	6.2	0	0	3.4
3 Axle Vehicles	0	0	0		0	0	1	2		3	0	2	0		2	2	0	0		2	0	0	7
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0.9	0	0.1	0	0.4	0	0	0.1	1.3	0	0	0	0.2	0	0	0.2
4+ Axle Trucks	0	0	0		0	1	10	2		13	0	1	1		3	10	5	2		18	0	0	34
% 4+ Axle Trucks	0	0	0	0	0	0.2	0.7	0.9	0	0.6	0	0.2	0.4	0.7	0.2	6.4	1.1	1.1	1.6	2.1	0	0	0.8

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	0	53	**256**	**35**	**344**	**74**	67	30	171	21	40	21	82	**597**
07:45 AM	0	0	0	0	**72**	164	19	255	68	**69**	45	182	20	47	30	97	534
08:00 AM	0	0	0	0	45	127	23	195	54	57	56	167	**22**	**79**	23	**124**	486
08:15 AM	0	0	0	0	50	169	31	250	61	57	**67**	**185**	22	60	**33**	115	550
Total Volume	0	0	0	0	220	716	108	1044	257	250	198	705	85	226	107	418	2167
% App. Total	0	0	0		21.1	68.6	10.3		36.5	35.5	28.1		20.3	54.1	25.6		
PHF	.000	.000	.000	.000	.764	.699	.771	.759	.868	.906	.739	.953	.966	.715	.811	.843	.907

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City of Corona
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E/W: 6th Street
Weather: Clear

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	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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:																	
	07:00 AM				07:00 AM				07:30 AM				08:00 AM				
+0 mins.	0	0	0	0	68	173	28	269	**74**	67	30	171	**22**	**79**	23	**124**	
+15 mins.	0	0	0	0	53	212	26	291	68	**69**	45	182	22	60	**33**	115	
+30 mins.	0	0	0	0	53	**256**	**35**	**344**	54	57	56	167	13	47	19	79	
+45 mins.	0	0	0	0	**72**	164	19	255	61	57	**67**	**185**	20	61	24	105	
Total Volume	0	0	0	0	246	805	108	1159	257	250	198	705	77	247	99	423	
% App. Total	0	0	0		21.2	69.5	9.3		36.5	35.5	28.1		18.2	58.4	23.4		
PHF	.000	.000	.000	.000	.854	.786	.771	.842	.868	.906	.739	.953	.875	.782	.750	.853	

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Groups Printed- Passenger Vehicles

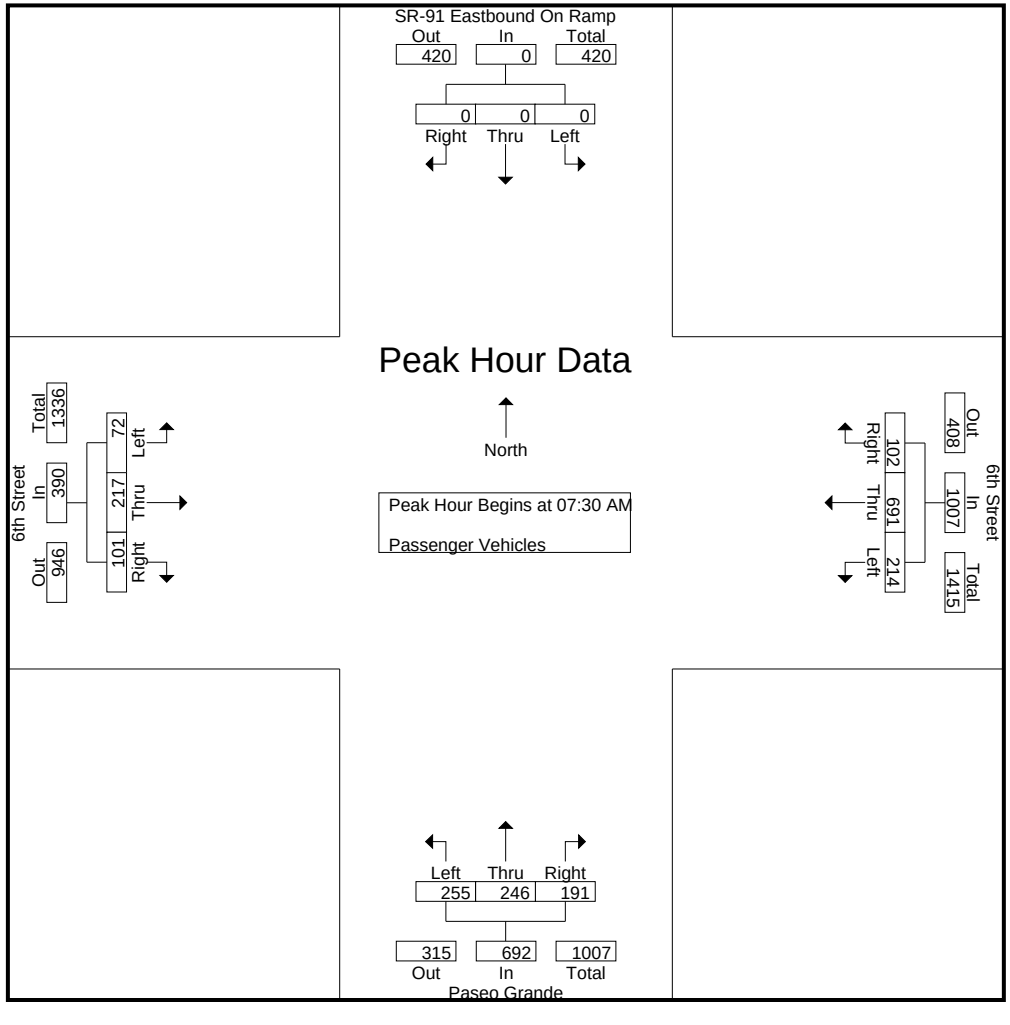
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	65	158	26	6	249	52	54	13	10	119	18	42	17	4	77	20	445	465
07:15 AM	0	0	0	0	0	53	204	25	5	282	66	70	17	8	153	13	53	13	5	79	18	514	532
07:30 AM	0	0	0	0	0	52	247	35	10	334	74	67	29	16	170	19	38	21	8	78	34	582	616
07:45 AM	0	0	0	0	0	70	162	16	5	248	68	69	44	23	181	17	45	29	9	91	37	520	557
Total	0	0	0	0	0	240	771	102	26	1113	260	260	103	57	623	67	178	80	26	325	109	2061	2170
08:00 AM	0	0	0	0	0	44	121	22	5	187	53	56	55	25	164	18	75	21	4	114	34	465	499
08:15 AM	0	0	0	0	0	48	161	29	9	238	60	54	63	31	177	18	59	30	13	107	53	522	575
08:30 AM	0	0	0	0	0	43	153	31	8	227	59	42	27	14	128	9	44	19	11	72	33	427	460
08:45 AM	0	0	0	0	0	40	125	20	5	185	49	46	24	15	119	13	56	22	5	91	25	395	420
Total	0	0	0	0	0	175	560	102	27	837	221	198	169	85	588	58	234	92	33	384	145	1809	1954
Grand Total	0	0	0	0	0	415	1331	204	53	1950	481	458	272	142	1211	125	412	172	59	709	254	3870	4124
Apprch %	0	0	0			21.3	68.3	10.5			39.7	37.8	22.5			17.6	58.1	24.3					
Total %	0	0	0		0	10.7	34.4	5.3		50.4	12.4	11.8	7		31.3	3.2	10.6	4.4		18.3	6.2	93.8	

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	52	**247**	**35**	**334**	**74**	67	29	170	**19**	38	21	78	**582**
07:45 AM	0	0	0	0	**70**	162	16	248	68	**69**	44	**181**	17	45	29	91	520
08:00 AM	0	0	0	0	44	121	22	187	53	56	55	164	18	**75**	21	**114**	465
08:15 AM	0	0	0	0	48	161	29	238	60	54	**63**	177	18	59	**30**	107	522
Total Volume	0	0	0	0	214	691	102	1007	255	246	191	692	72	217	101	390	2089
% App. Total	0	0	0		21.3	68.6	10.1		36.8	35.5	27.6		18.5	55.6	25.9		
PHF	.000	.000	.000	.000	.764	.699	.729	.754	.861	.891	.758	.956	.947	.723	.842	.855	.897

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th AM
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	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	52	**247**	**35**	**334**	**74**	67	29	170	**19**	38	21	78	
+15 mins.	0	0	0	0	**70**	162	16	248	68	**69**	44	**181**	17	45	29	91	
+30 mins.	0	0	0	0	44	121	22	187	53	56	55	164	18	**75**	21	**114**	
+45 mins.	0	0	0	0	48	161	29	238	60	54	**63**	177	18	59	**30**	107	
Total Volume	0	0	0	0	214	691	102	1007	255	246	191	692	72	217	101	390	
% App. Total	0	0	0		21.3	68.6	10.1		36.8	35.5	27.6		18.5	55.6	25.9		
PHF	.000	.000	.000	.000	.764	.699	.729	.754	.861	.891	.758	.956	.947	.723	.842	.855	

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Groups Printed- Large 2 Axle Vehicles

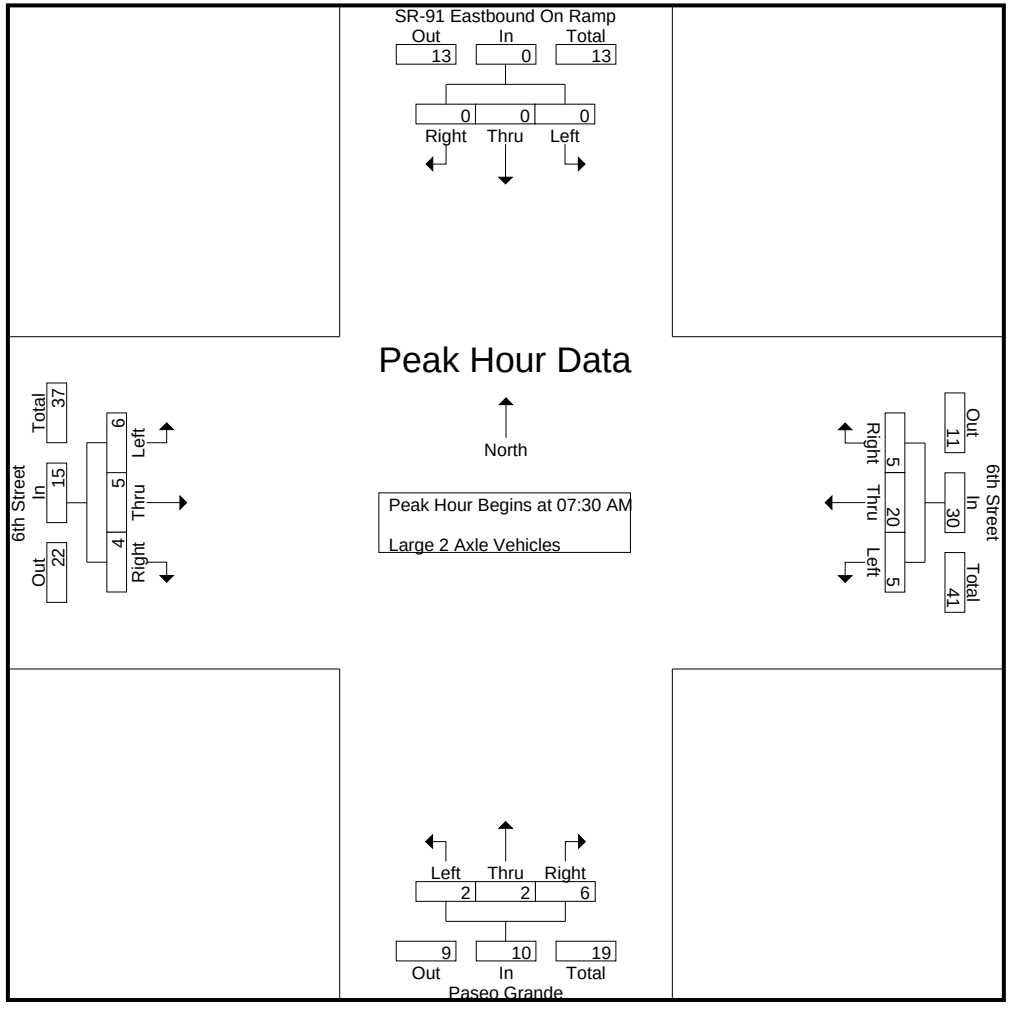
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	3	13	2	2	18	0	1	0	0	1	5	4	3	2	12	4	31	35
07:15 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	2	2	1	0	5	0	13	13
07:30 AM	0	0	0	0	0	1	7	0	0	8	0	0	1	1	1	1	1	0	0	2	1	11	12
07:45 AM	0	0	0	0	0	2	1	3	1	6	0	0	1	0	1	2	1	0	0	3	1	10	11
Total	0	0	0	0	0	6	28	5	3	39	1	1	2	1	4	10	8	4	2	22	6	65	71
08:00 AM	0	0	0	0	0	1	6	1	1	8	1	1	1	0	3	1	3	2	0	6	1	17	18
08:15 AM	0	0	0	0	0	1	6	1	0	8	1	1	3	2	5	2	0	2	0	4	2	17	19
08:30 AM	0	0	0	0	0	2	10	1	0	13	0	1	0	0	1	3	3	0	0	6	0	20	20
08:45 AM	0	0	0	0	0	2	3	0	0	5	0	3	0	0	3	4	5	2	1	11	1	19	20
Total	0	0	0	0	0	6	25	3	1	34	2	6	4	2	12	10	11	6	1	27	4	73	77
Grand Total	0	0	0	0	0	12	53	8	4	73	3	7	6	3	16	20	19	10	3	49	10	138	148
Apprch %	0	0	0			16.4	72.6	11			18.8	43.8	37.5			40.8	38.8	20.4					
Total %	0	0	0		0	8.7	38.4	5.8		52.9	2.2	5.1	4.3		11.6	14.5	13.8	7.2		35.5	6.8	93.2	

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	**7**	0	**8**	0	0	1	1	1	1	0	2	11
07:45 AM	0	0	0	0	**2**	1	**3**	6	0	0	1	1	**2**	1	0	3	10
08:00 AM	0	0	0	0	1	6	1	8	**1**	**1**	1	3	1	**3**	**2**	**6**	**17**
08:15 AM	0	0	0	0	1	6	1	8	1	1	**3**	**5**	2	0	2	4	17
Total Volume	0	0	0	0	5	20	5	30	2	2	6	10	6	5	4	15	55
% App. Total	0	0	0		16.7	66.7	16.7		20	20	60		40	33.3	26.7		
PHF	.000	.000	.000	.000	.625	.714	.417	.938	.500	.500	.500	.500	.750	.417	.500	.625	.809

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	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	1	**7**	0	**8**	0	0	1	1	1	1	0	2	
+15 mins.	0	0	0	0	**2**	1	**3**	6	0	0	1	1	**2**	1	0	3	
+30 mins.	0	0	0	0	1	6	1	8	**1**	**1**	1	3	1	**3**	**2**	**6**	
+45 mins.	0	0	0	0	1	6	1	8	1	1	**3**	**5**	2	0	2	4	
Total Volume	0	0	0	0	5	20	5	30	2	2	6	10	6	5	4	15	
% App. Total	0	0	0		16.7	66.7	16.7		20	20	60		40	33.3	26.7		
PHF	.000	.000	.000	.000	.625	.714	.417	.938	.500	.500	.500	.500	.750	.417	.500	.625	

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Groups Printed- 3 Axle Vehicles

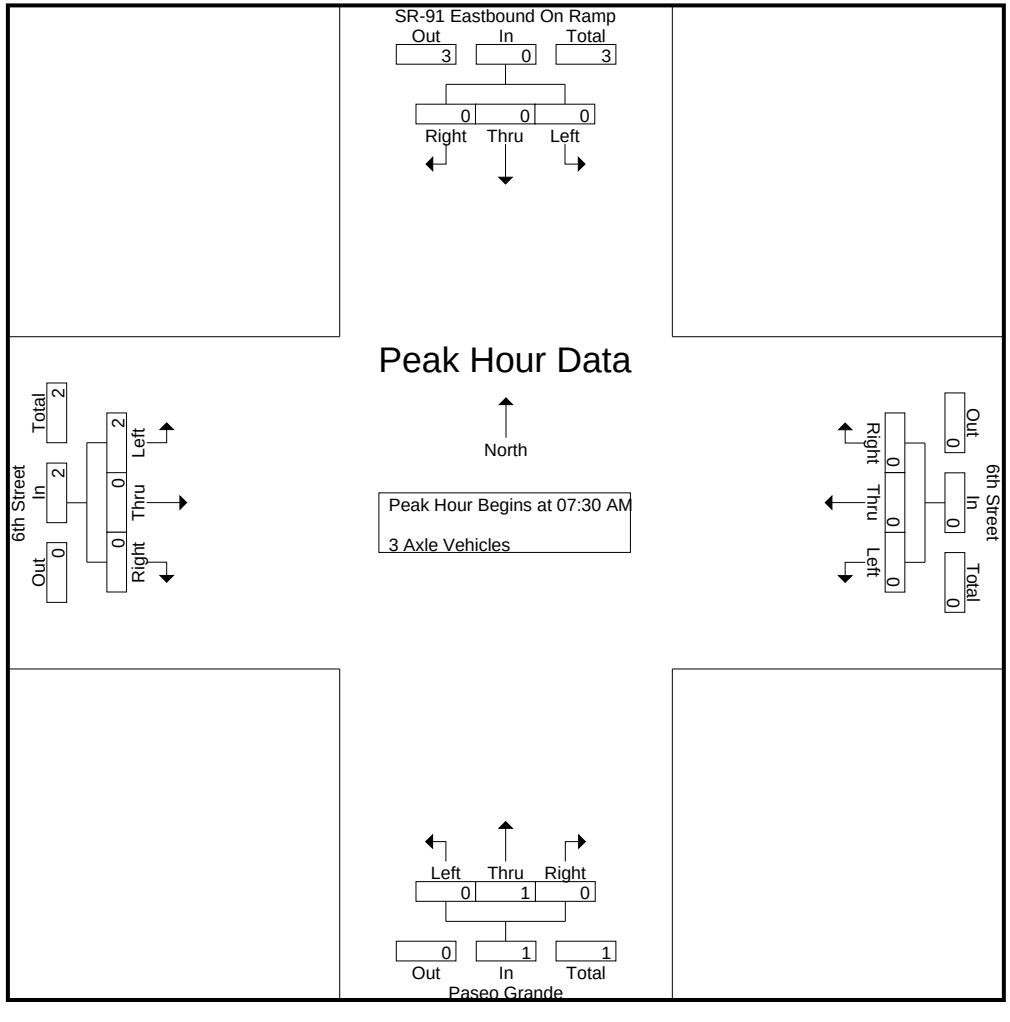
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	0	4	4
Grand Total	0	0	0	0	0	0	1	2	0	3	0	2	0	0	2	2	0	0	0	2	0	7	7
Apprch %	0	0	0			0	33.3	66.7			0	100	0			100	0	0					
Total %	0	0	0		0	0	14.3	28.6		42.9	0	28.6	0		28.6	28.6	0	0		28.6	0	100	

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
08:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1	0	0	1	**2**
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
% App. Total	0	0	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.375

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
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E/W: 6th Street
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File Name : 17_COR_PG_6th AM
Site Code : 05123397
Start Date : 4/25/2023

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	
% App. Total	0	0	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	

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City of Corona
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Weather: Clear

File Name : 17_COR_PG_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

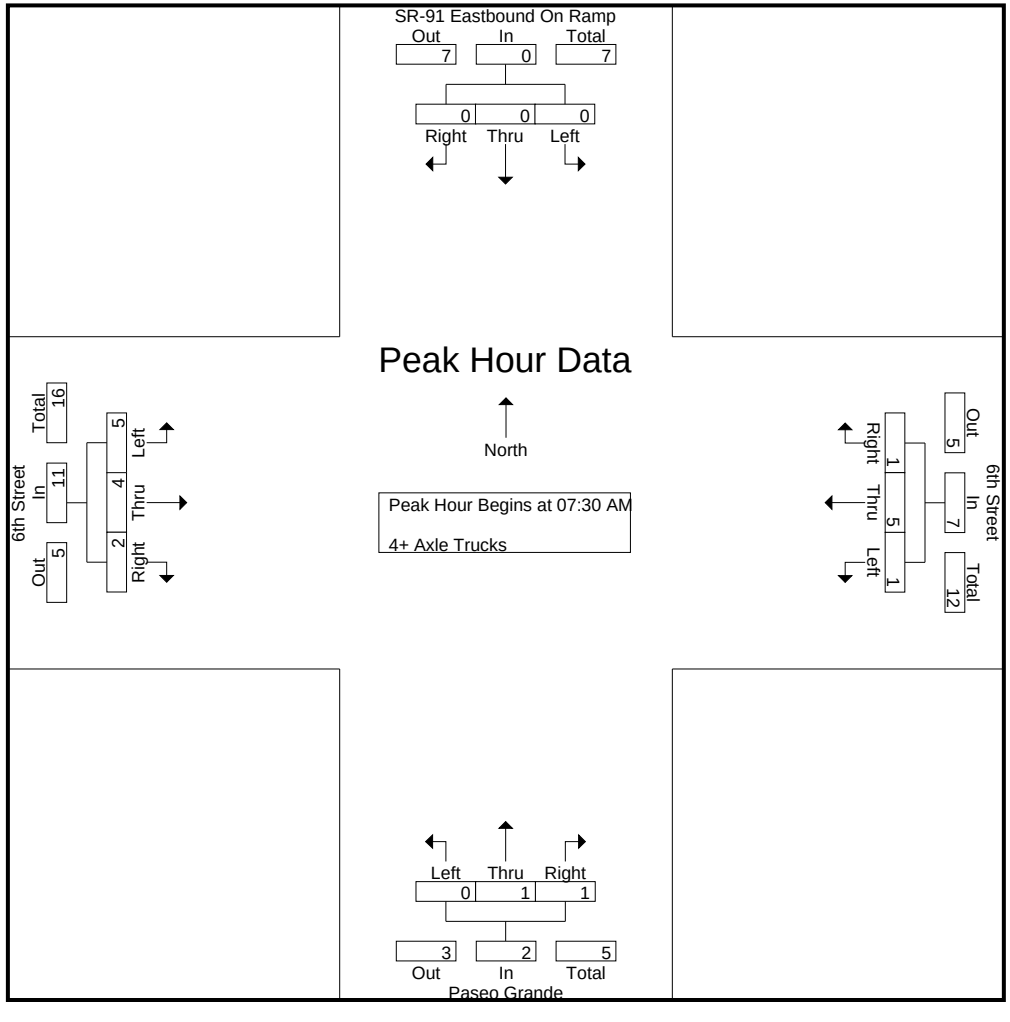
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	3	3
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	4	4
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	1	1	3	1	4	5
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	3	3	1	1	7	1	12	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	1	2	1	0	4	0	1	1	1	2	1	1	1	0	3	1	9	10
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	0	0	3	0	6	6
Total	0	0	0	0	0	1	5	2	0	8	0	1	1	1	2	7	2	1	0	10	1	20	21
Grand Total	0	0	0	0	0	1	10	2	0	13	0	1	1	1	2	10	5	2	1	17	2	32	34
Apprch %	0	0	0			7.7	76.9	15.4			0	50	50			58.8	29.4	11.8					
Total %	0	0	0		0	3.1	31.2	6.2		40.6	0	3.1	3.1		6.2	31.2	15.6	6.2		53.1	5.9	94.1	

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	**2**	0	2	0	0	0	0	1	**1**	0	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	**1**	**3**	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	1	0	3	3
08:15 AM	0	0	0	0	**1**	2	**1**	**4**	0	**1**	**1**	**2**	1	1	1	3	**9**
Total Volume	0	0	0	0	1	5	1	7	0	1	1	2	5	4	2	11	20
% App. Total	0	0	0		14.3	71.4	14.3		0	50	50		45.5	36.4	18.2		
PHF	.000	.000	.000	.000	.250	.625	.250	.438	.000	.250	.250	.250	.625	1.00	.500	.917	.556

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	0	**2**	0	2	0	0	0	0	1	**1**	0	2	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	1	**1**	**3**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	1	0	3	
+45 mins.	0	0	0	0	**1**	2	**1**	**4**	0	**1**	**1**	**2**	1	1	1	3	
Total Volume	0	0	0	0	1	5	1	7	0	1	1	2	5	4	2	11	
% App. Total	0	0	0		14.3	71.4	14.3		0	50	50		45.5	36.4	18.2		
PHF	.000	.000	.000	.000	.250	.625	.250	.438	.000	.250	.250	.250	.625	1.000	.500	.917	

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Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

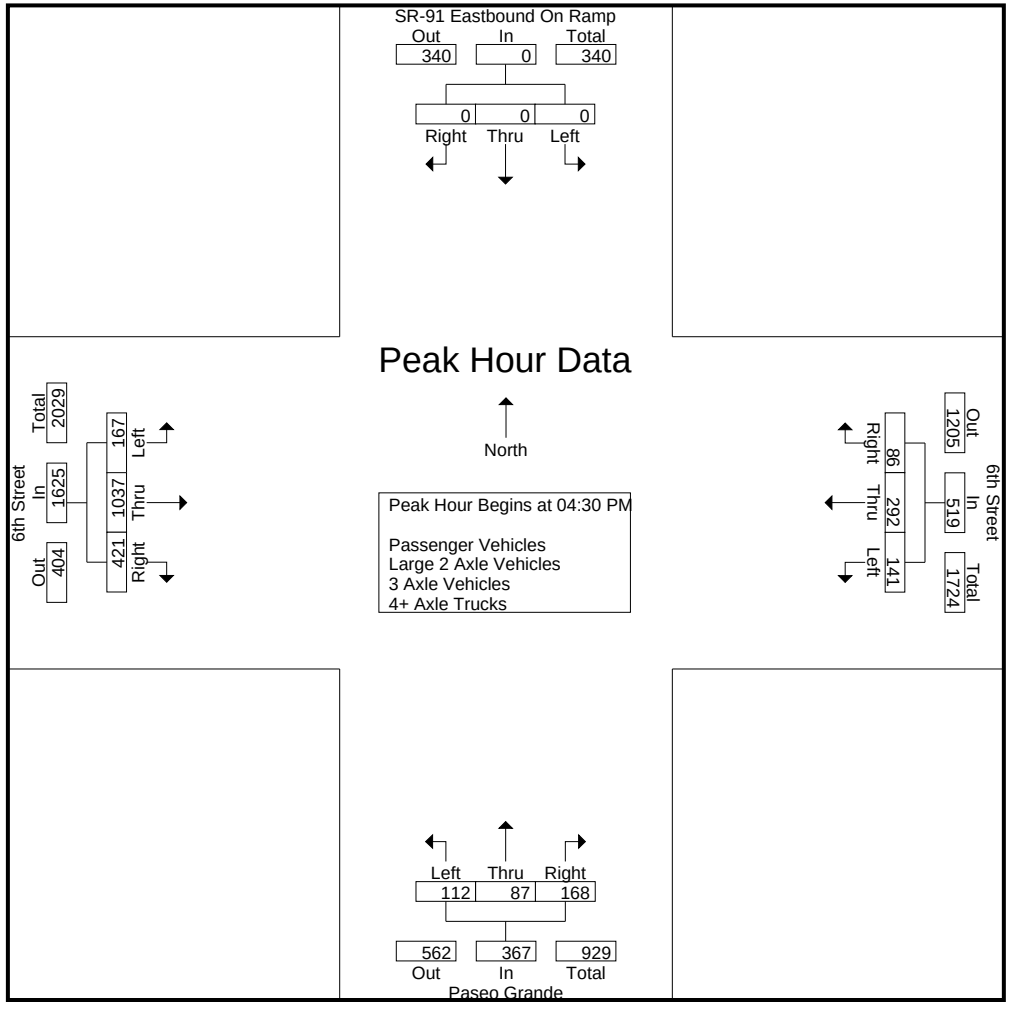
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	41	79	34	9	154	31	22	42	22	95	53	252	98	37	403	68	652	720
04:15 PM	0	0	0	0	0	31	67	18	3	116	34	23	26	13	83	29	251	83	30	363	46	562	608
04:30 PM	0	0	0	0	0	36	84	28	8	148	33	23	38	12	94	66	277	103	27	446	47	688	735
04:45 PM	0	0	0	0	0	27	72	16	7	115	30	24	33	15	87	45	236	111	30	392	52	594	646
Total	0	0	0	0	0	135	302	96	27	533	128	92	139	62	359	193	1016	395	124	1604	213	2496	2709
05:00 PM	0	0	0	0	0	35	70	21	8	126	23	15	45	16	83	40	245	104	35	389	59	598	657
05:15 PM	0	0	0	0	0	43	66	21	6	130	26	25	52	15	103	16	279	103	35	398	56	631	687
05:30 PM	0	0	0	0	0	43	68	20	3	131	35	16	41	22	92	43	262	113	40	418	65	641	706
05:45 PM	0	0	0	0	0	36	50	19	4	105	20	16	34	11	70	21	255	98	37	374	52	549	601
Total	0	0	0	0	0	157	254	81	21	492	104	72	172	64	348	120	1041	418	147	1579	232	2419	2651
Grand Total	0	0	0	0	0	292	556	177	48	1025	232	164	311	126	707	313	2057	813	271	3183	445	4915	5360
Apprch %	0	0	0			28.5	54.2	17.3			32.8	23.2	44			9.8	64.6	25.5					
Total %	0	0	0		0	5.9	11.3	3.6		20.9	4.7	3.3	6.3		14.4	6.4	41.9	16.5		64.8	8.3	91.7	
Passenger Vehicles	0	0	0		0	288	547	175		1057	226	156	309		816	295	2008	799		3368	0	0	5241
% Passenger Vehicles	0	0	0	0	0	98.6	98.4	98.9	97.9	98.5	97.4	95.1	99.4	99.2	98	94.2	97.6	98.3	98.2	97.5	0	0	97.8
Large 2 Axle Vehicles	0	0	0		0	3	8	1		13	6	4	2		13	12	44	14		75	0	0	101
% Large 2 Axle Vehicles	0	0	0	0	0	1	1.4	0.6	2.1	1.2	2.6	2.4	0.6	0.8	1.6	3.8	2.1	1.7	1.8	2.2	0	0	1.9
3 Axle Vehicles	0	0	0		0	1	0	0		1	0	2	0		2	2	3	0		5	0	0	8
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0	0	0.1	0	1.2	0	0	0.2	0.6	0.1	0	0	0.1	0	0	0.1
4+ Axle Trucks	0	0	0		0	0	1	1		2	0	2	0		2	4	2	0		6	0	0	10
% 4+ Axle Trucks	0	0	0	0	0	0	0.2	0.6	0	0.2	0	1.2	0	0	0.2	1.3	0.1	0	0	0.2	0	0	0.2

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	0	36	**84**	**28**	**148**	**33**	23	38	94	**66**	277	103	**446**	**688**
04:45 PM	0	0	0	0	27	72	16	115	30	24	33	87	45	236	**111**	392	594
05:00 PM	0	0	0	0	35	70	21	126	23	15	45	83	40	245	104	389	598
05:15 PM	0	0	0	0	**43**	66	21	130	26	**25**	**52**	**103**	16	**279**	103	398	631
Total Volume	0	0	0	0	141	292	86	519	112	87	168	367	167	1037	421	1625	2511
% App. Total	0	0	0		27.2	56.3	16.6		30.5	23.7	45.8		10.3	63.8	25.9		
PHF	.000	.000	.000	.000	.820	.869	.768	.877	.848	.870	.808	.891	.633	.929	.948	.911	.912

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File Name : 17_COR_PG_6th PM
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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
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				04:30 PM				
+0 mins.	0	0	0	0	**41**	79	**34**	**154**	**33**	23	38	94	**66**	277	103	**446**	
+15 mins.	0	0	0	0	31	67	18	116	30	24	33	87	45	236	**111**	392	
+30 mins.	0	0	0	0	36	**84**	28	148	23	15	45	83	40	245	104	389	
+45 mins.	0	0	0	0	27	72	16	115	26	**25**	**52**	**103**	16	**279**	103	398	
Total Volume	0	0	0	0	135	302	96	533	112	87	168	367	167	1037	421	1625	
% App. Total	0	0	0		25.3	56.7	18		30.5	23.7	45.8		10.3	63.8	25.9		
PHF	.000	.000	.000	.000	.823	.899	.706	.865	.848	.870	.808	.891	.633	.929	.948	.911	

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File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Passenger Vehicles

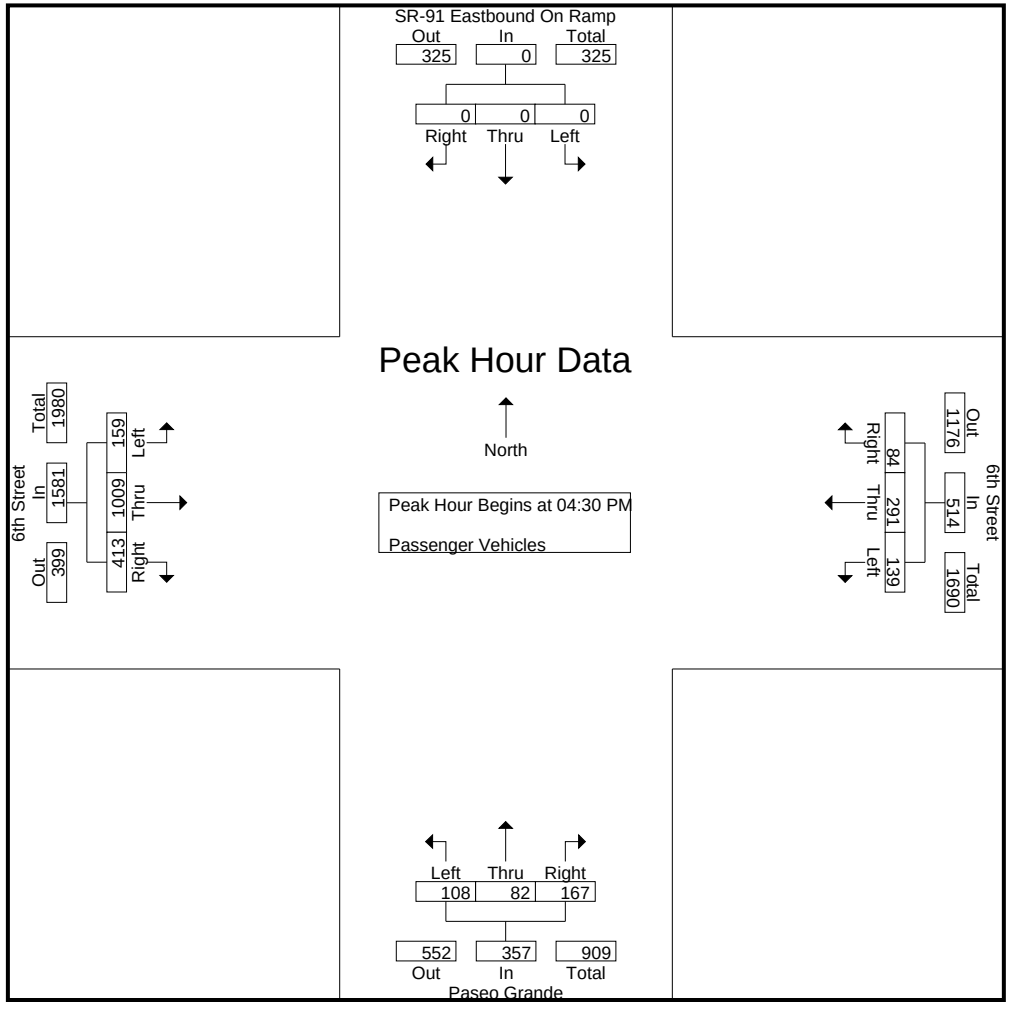
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	41	76	34	9	151	31	22	42	22	95	47	241	95	37	383	68	629	697
04:15 PM	0	0	0	0	0	29	65	18	3	112	33	21	25	12	79	28	249	82	29	359	44	550	594
04:30 PM	0	0	0	0	0	36	84	27	8	147	33	22	38	12	93	63	267	101	25	431	45	671	716
04:45 PM	0	0	0	0	0	26	72	15	6	113	29	22	32	15	83	42	231	109	29	382	50	578	628
Total	0	0	0	0	0	132	297	94	26	523	126	87	137	61	350	180	988	387	120	1555	207	2428	2635
05:00 PM	0	0	0	0	0	35	70	21	8	126	21	14	45	16	80	40	238	102	35	380	59	586	645
05:15 PM	0	0	0	0	0	42	65	21	6	128	25	24	52	15	101	14	273	101	34	388	55	617	672
05:30 PM	0	0	0	0	0	43	65	20	3	128	34	16	41	22	91	41	258	111	40	410	65	629	694
05:45 PM	0	0	0	0	0	36	50	19	4	105	20	15	34	11	69	20	251	98	37	369	52	543	595
Total	0	0	0	0	0	156	250	81	21	487	100	69	172	64	341	115	1020	412	146	1547	231	2375	2606
Grand Total	0	0	0	0	0	288	547	175	47	1010	226	156	309	125	691	295	2008	799	266	3102	438	4803	5241
Apprch %	0	0	0			28.5	54.2	17.3			32.7	22.6	44.7			9.5	64.7	25.8					
Total %	0	0	0		0	6	11.4	3.6		21	4.7	3.2	6.4		14.4	6.1	41.8	16.6		64.6	8.4	91.6	

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	0	36	**84**	**27**	**147**	**33**	22	38	93	**63**	267	101	**431**	**671**
04:45 PM	0	0	0	0	26	72	15	113	29	22	32	83	42	231	**109**	382	578
05:00 PM	0	0	0	0	35	70	21	126	21	14	45	80	40	238	102	380	586
05:15 PM	0	0	0	0	**42**	65	21	128	25	**24**	**52**	**101**	14	**273**	101	388	617
Total Volume	0	0	0	0	139	291	84	514	108	82	167	357	159	1009	413	1581	2452
% App. Total	0	0	0		27	56.6	16.3		30.3	23	46.8		10.1	63.8	26.1		
PHF	.000	.000	.000	.000	.827	.866	.778	.874	.818	.854	.803	.884	.631	.924	.947	.917	.914

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

City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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.	0	0	0	0	36	**84**	**27**	**147**	**33**	22	38	93	**63**	267	101	**431**	
+15 mins.	0	0	0	0	26	72	15	113	29	22	32	83	42	231	**109**	382	
+30 mins.	0	0	0	0	35	70	21	126	21	14	45	80	40	238	102	380	
+45 mins.	0	0	0	0	**42**	65	21	128	25	**24**	**52**	**101**	14	**273**	101	388	
Total Volume	0	0	0	0	139	291	84	514	108	82	167	357	159	1009	413	1581	
% App. Total	0	0	0		27	56.6	16.3		30.3	23	46.8		10.1	63.8	26.1		
PHF	.000	.000	.000	.000	.827	.866	.778	.874	.818	.854	.803	.884	.631	.924	.947	.917	

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

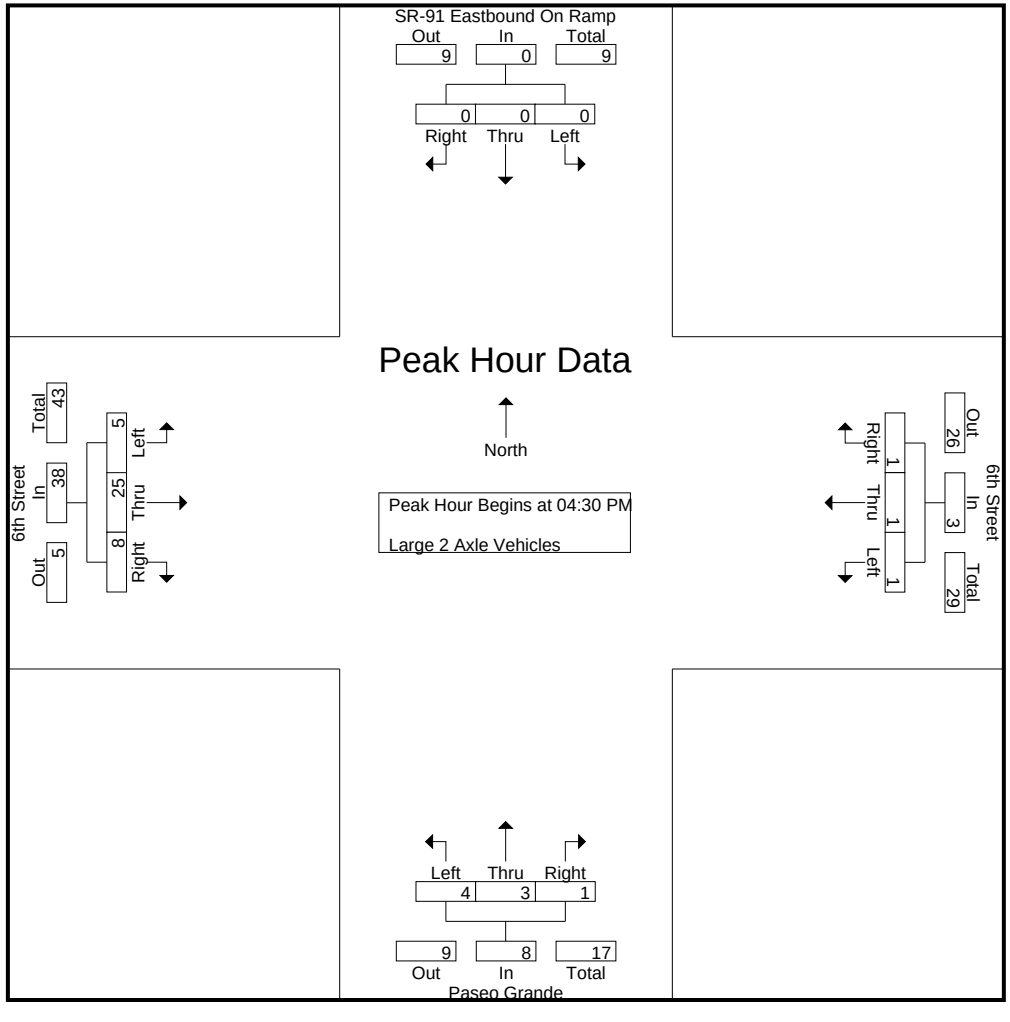
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	10	3	0	19	0	22	22
04:15 PM	0	0	0	0	0	2	1	0	0	3	1	1	1	1	3	0	2	1	1	3	2	9	11
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	2	2	14	2	14	16
04:45 PM	0	0	0	0	0	0	0	1	1	1	1	1	1	0	3	3	3	2	1	8	2	12	14
Total	0	0	0	0	0	2	4	1	1	7	2	2	2	1	6	11	25	8	4	44	6	57	63
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	6	2	0	8	0	11	11
05:15 PM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	6	2	1	8	1	12	13
05:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	3	2	0	6	0	10	10
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	4
Total	0	0	0	0	0	1	4	0	0	5	4	2	0	0	6	1	19	6	1	26	1	37	38
Grand Total	0	0	0	0	0	3	8	1	1	12	6	4	2	1	12	12	44	14	5	70	7	94	101
Apprch %	0	0	0			25	66.7	8.3			50	33.3	16.7			17.1	62.9	20					
Total %	0	0	0		0	3.2	8.5	1.1		12.8	6.4	4.3	2.1		12.8	12.8	46.8	14.9		74.5	6.9	93.1	

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	0	0	0	0	0	0	0	0	0	2	**10**	**2**	**14**	**14**
04:45 PM	0	0	0	0	0	0	**1**	1	1	**1**	**1**	**3**	**3**	3	2	8	12
05:00 PM	0	0	0	0	0	0	0	0	**2**	1	0	3	0	6	2	8	11
05:15 PM	0	0	0	0	**1**	**1**	0	**2**	1	1	0	2	0	6	2	8	12
Total Volume	0	0	0	0	1	1	1	3	4	3	1	8	5	25	8	38	49
% App. Total	0	0	0		33.3	33.3	33.3		50	37.5	12.5		13.2	65.8	21.1		
PHF	.000	.000	.000	.000	.250	.250	.250	.375	.500	.750	.250	.667	.417	.625	1.00	.679	.875

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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.	0	0	0	0	0	0	0	0	0	0	0	0	2	**10**	**2**	**14**	
+15 mins.	0	0	0	0	0	0	**1**	1	1	**1**	**1**	**3**	**3**	3	2	8	
+30 mins.	0	0	0	0	0	0	0	0	**2**	1	0	3	0	6	2	8	
+45 mins.	0	0	0	0	**1**	**1**	0	**2**	1	1	0	2	0	6	2	8	
Total Volume	0	0	0	0	1	1	1	3	4	3	1	8	5	25	8	38	
% App. Total	0	0	0		33.3	33.3	33.3		50	37.5	12.5		13.2	65.8	21.1		
PHF	.000	.000	.000	.000	.250	.250	.250	.375	.500	.750	.250	.667	.417	.625	1.000	.679	

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

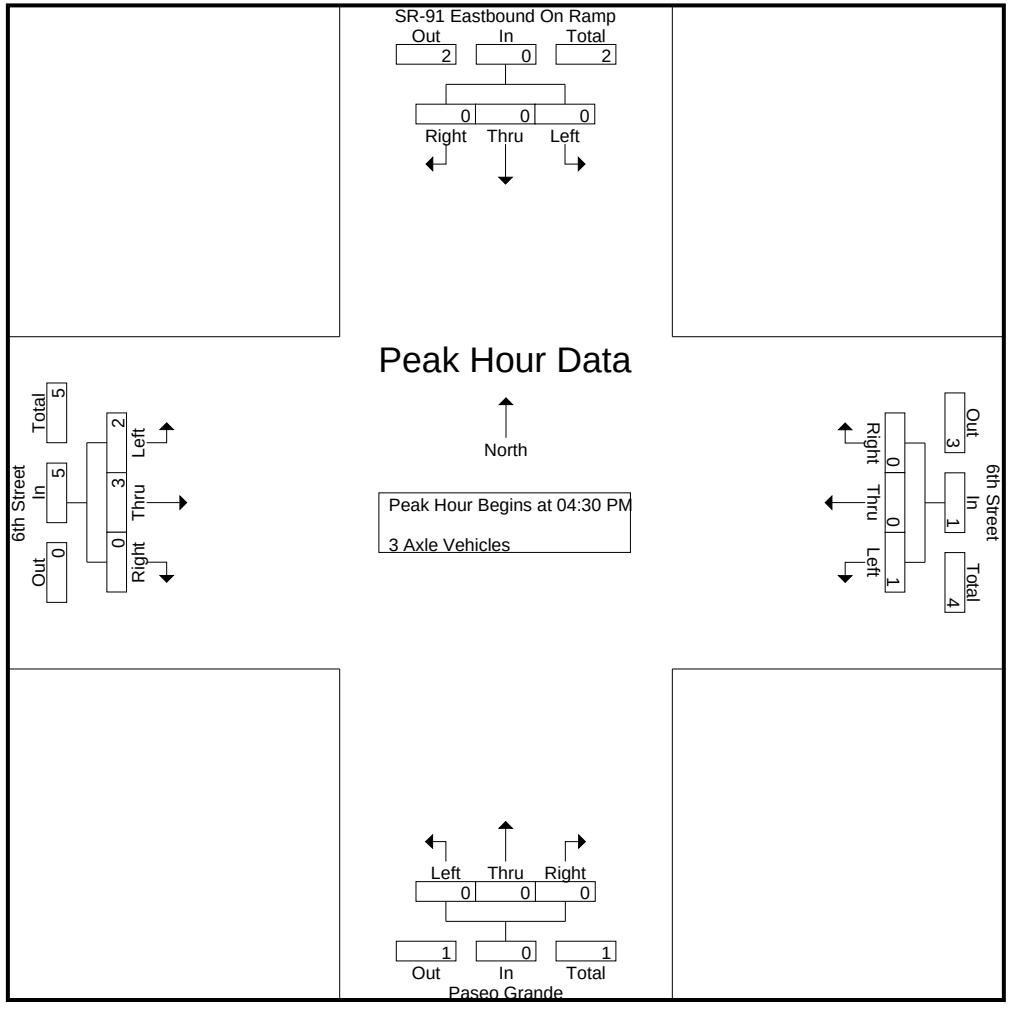
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	2	0	0	3	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	3	3
Grand Total	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	2	3	0	0	5	0	8	8
Apprch %	0	0	0			100	0	0			0	100	0			40	60	0					
Total %	0	0	0		0	12.5	0	0		12.5	0	25	0		25	25	37.5	0		62.5	0	100	

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	2	3	0	5	6
% App. Total	0	0	0		100	0	0		0	0	0		40	60	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.500	.375	.000	.625	.500

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	
+15 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**2**	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	0	0	0	1	0	0	1	
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	2	3	0	5	
% App. Total	0	0	0		100	0	0		0	0	0		40	60	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.500	.375	.000	.625	

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

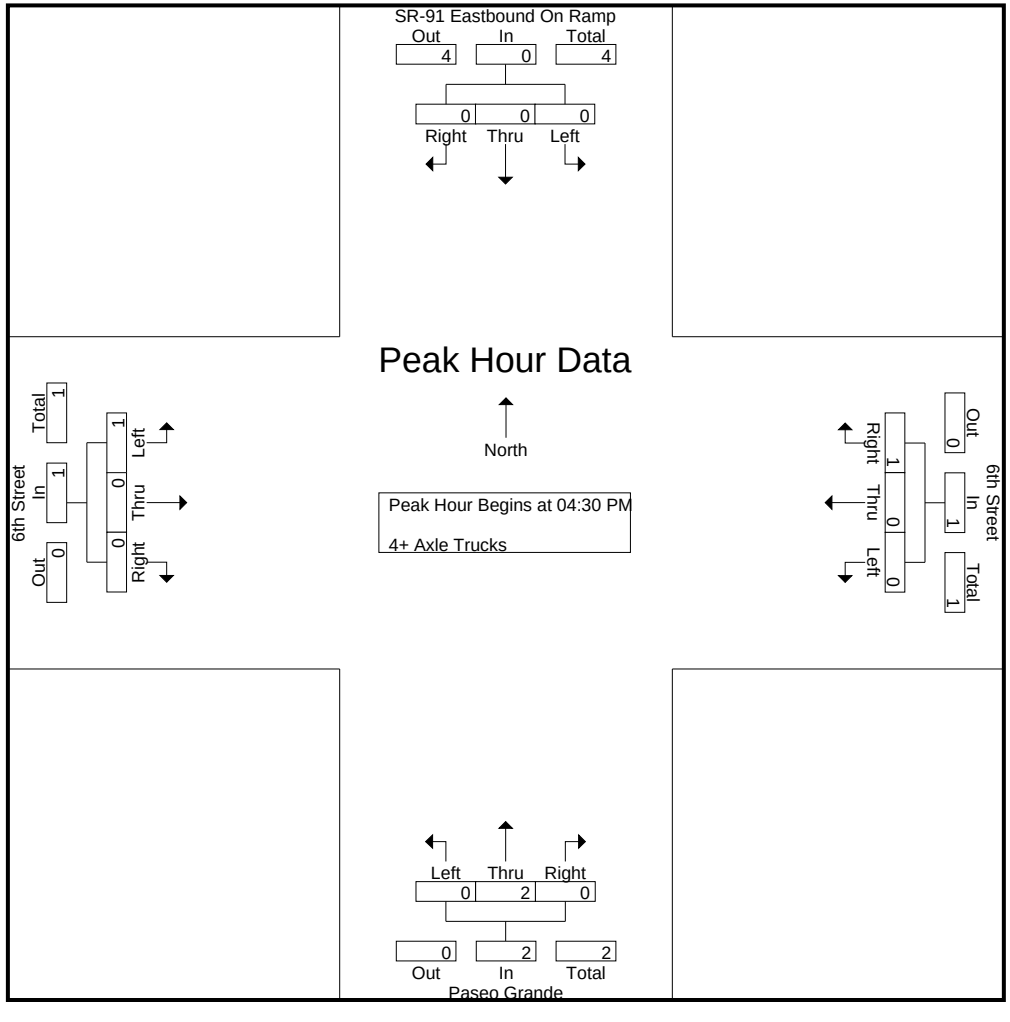
	SR-91 Eastbound On Ramp Southbound					6th Street Westbound					Paseo Grande Northbound					6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
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	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	1	1	0	0	2	0	6	6
05:00 PM	0	0	0	0	0	0	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	1	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	4	4
Grand Total	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4	2	0	0	6	0	10	10
Apprch %	0	0	0			0	50	50			0	100	0			66.7	33.3	0					
Total %	0	0	0		0	0	10	10		20	0	20	0		20	40	20	0		60	0	100	

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	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
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	0	0	0	0	0	1	1	0	2	0	2	1	0	0	1	4
% App. Total	0	0	0		0	0	100		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.250	.000	.000	.250	.500

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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: SR-91 EB On Ramp/Paseo Grande
E/W: 6th Street
Weather: Clear

File Name : 17_COR_PG_6th PM
Site Code : 05123397
Start Date : 4/25/2023

	SR-91 Eastbound On Ramp Southbound				6th Street Westbound				Paseo Grande Northbound				6th Street Eastbound				
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.	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	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	**1**	0	0	**1**	
Total Volume	0	0	0	0	0	0	1	1	0	2	0	2	1	0	0	1	
% App. Total	0	0	0		0	0	100		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.250	.000	.000	.250	

Location: Corona
N/S: Paseo Grande
E/W: 6th Street

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg SR-91 EB On Ramp	East Leg 6th Street	South Leg Paseo Grande	West Leg 6th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	3	0	3
7:30 AM	0	1	1	0	2
7:45 AM	5	1	1	0	7
8:00 AM	0	0	0	0	0
8:15 AM	2	0	2	0	4
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	7	2	9	0	18

	North Leg SR-91 EB On Ramp	East Leg 6th Street	South Leg Paseo Grande	West Leg 6th Street	
	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	2	0	2
4:45 PM	1	0	3	0	4
5:00 PM	0	0	1	0	1
5:15 PM	0	1	1	0	2
5:30 PM	0	0	6	0	6
5:45 PM	1	4	3	0	8
TOTAL VOLUMES:	2	5	16	0	23

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Location: Corona
N/S: Paseo Grande
E/W: 6th Street

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound SR-91 EB On Ramp			Westbound 6th Street			Northbound Paseo Grande			Eastbound 6th Street			
	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	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	1	0	3

	Southbound SR-91 EB On Ramp			Westbound 6th Street			Northbound Paseo Grande			Eastbound 6th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	2	0	1	0	6

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City of Corona
N/S: Paseo Grande
E/W: Frontage Road
Weather: Clear

File Name : 18_COR_PG_Front AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

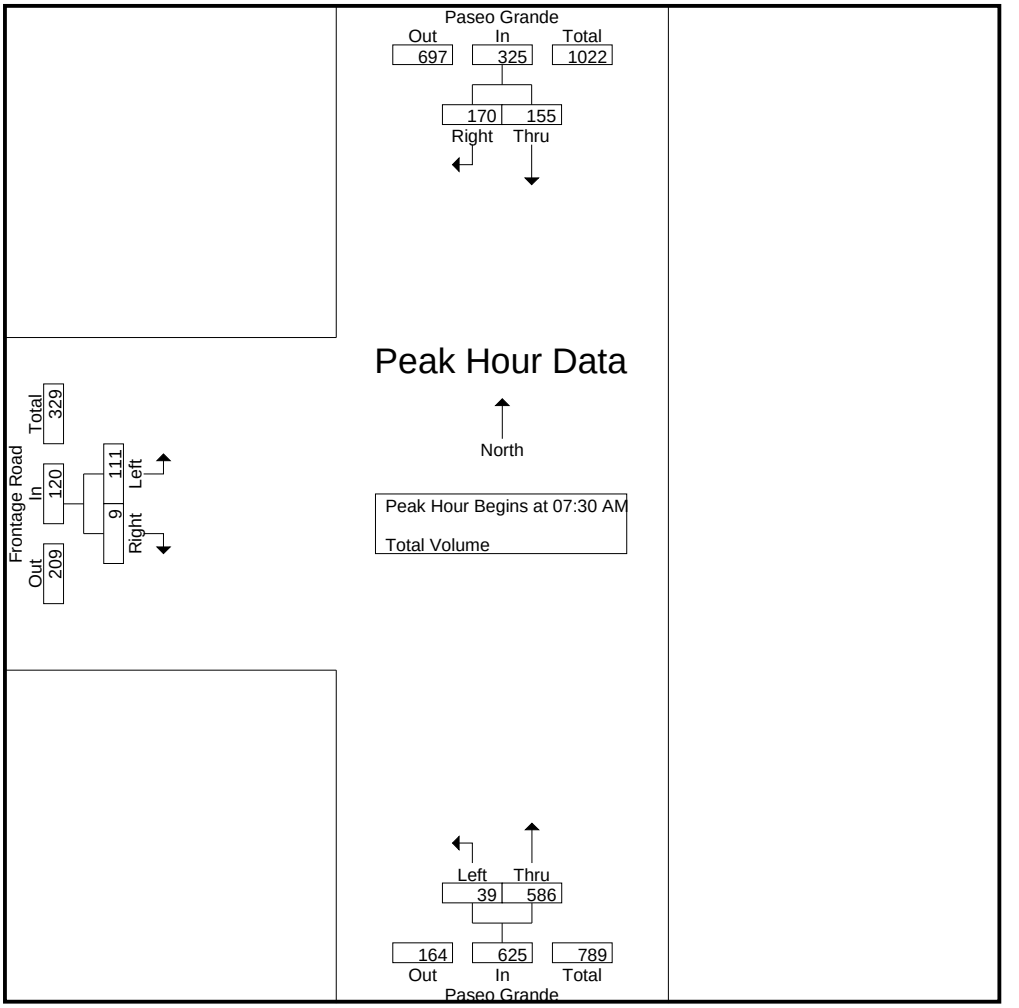
	Paseo Grande Southbound			Paseo Grande Northbound			Frontage Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	21	78	99	17	112	129	13	0	13	241
07:15 AM	29	43	72	20	138	158	13	1	14	244
07:30 AM	46	33	79	15	151	166	16	0	16	261
07:45 AM	46	48	94	7	163	170	21	4	25	289
Total	142	202	344	59	564	623	63	5	68	1035
08:00 AM	27	46	73	9	136	145	23	4	27	245
08:15 AM	36	43	79	8	136	144	51	1	52	275
08:30 AM	28	34	62	6	111	117	18	1	19	198
08:45 AM	32	32	64	8	99	107	12	2	14	185
Total	123	155	278	31	482	513	104	8	112	903
Grand Total	265	357	622	90	1046	1136	167	13	180	1938
Apprch %	42.6	57.4		7.9	92.1		92.8	7.2		
Total %	13.7	18.4	32.1	4.6	54	58.6	8.6	0.7	9.3	

	Paseo Grande Southbound			Paseo Grande Northbound			Frontage Road 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	**46**	33	79	**15**	151	166	16	0	16	261
07:45 AM	46	**48**	**94**	7	**163**	**170**	21	**4**	25	**289**
08:00 AM	27	46	73	9	136	145	23	4	27	245
08:15 AM	36	43	79	8	136	144	**51**	1	**52**	275
Total Volume	155	170	325	39	586	625	111	9	120	1070
% App. Total	47.7	52.3		6.2	93.8		92.5	7.5		
PHF	.842	.885	.864	.650	.899	.919	.544	.563	.577	.926

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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		
+0 mins.	21	**78**	**99**	**20**	138	158	21	**4**	25
+15 mins.	29	43	72	15	151	166	23	4	27
+30 mins.	**46**	33	79	7	**163**	**170**	**51**	1	**52**
+45 mins.	46	48	94	9	136	145	18	1	19
Total Volume	142	202	344	51	588	639	113	10	123
% App. Total	41.3	58.7		8	92		91.9	8.1	
PHF	.772	.647	.869	.638	.902	.940	.554	.625	.591

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File Name : 18_COR_PG_Front PM
Site Code : 05123397
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Groups Printed- Total Volume

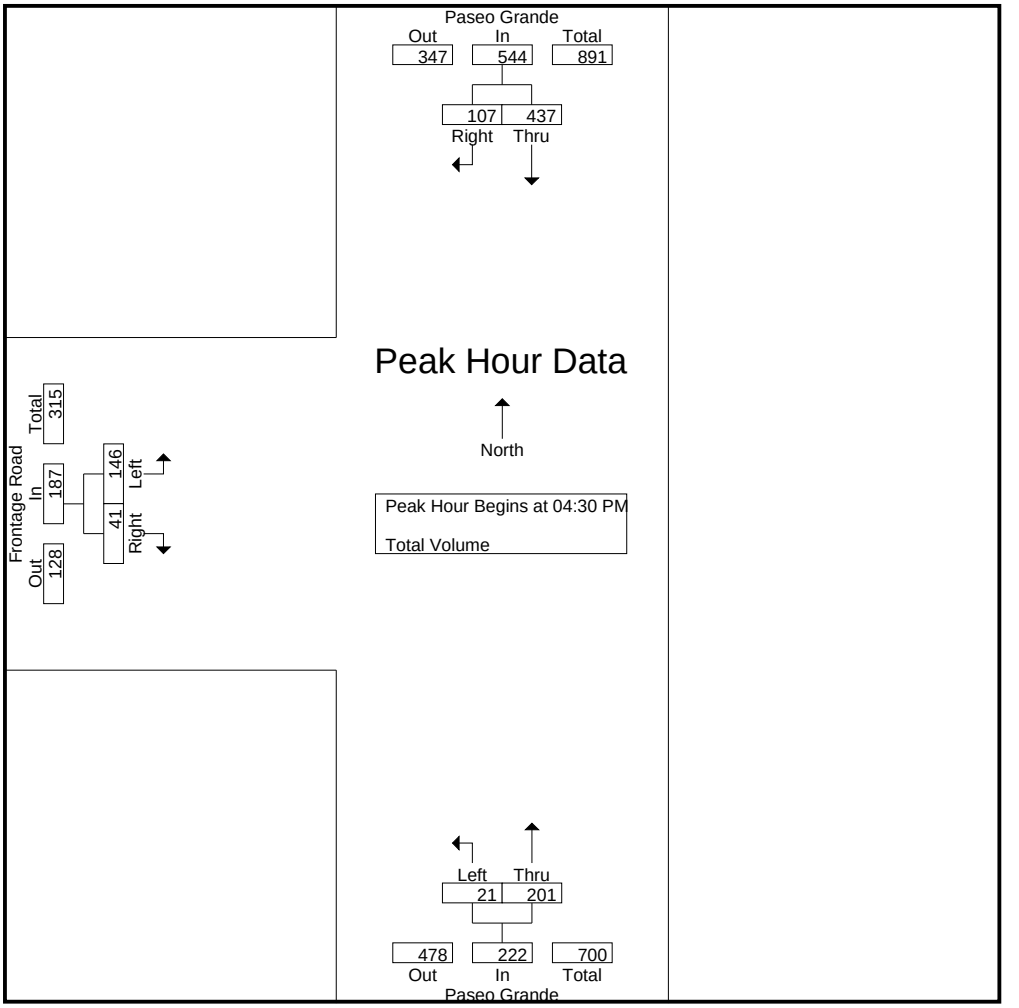
	Paseo Grande Southbound			Paseo Grande Northbound			Frontage Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	108	32	140	3	62	65	36	5	41	246
04:15 PM	85	26	111	3	67	70	28	8	36	217
04:30 PM	113	29	142	6	55	61	37	5	42	245
04:45 PM	106	23	129	4	51	55	28	11	39	223
Total	412	110	522	16	235	251	129	29	158	931
05:00 PM	99	29	128	6	42	48	36	17	53	229
05:15 PM	119	26	145	5	53	58	45	8	53	256
05:30 PM	110	26	136	4	59	63	33	9	42	241
05:45 PM	97	19	116	2	31	33	24	7	31	180
Total	425	100	525	17	185	202	138	41	179	906
Grand Total	837	210	1047	33	420	453	267	70	337	1837
Apprch %	79.9	20.1		7.3	92.7		79.2	20.8		
Total %	45.6	11.4	57	1.8	22.9	24.7	14.5	3.8	18.3	

	Paseo Grande Southbound			Paseo Grande Northbound			Frontage Road 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 04:30 PM										
04:30 PM	113	**29**	142	**6**	**55**	**61**	37	5	42	245
04:45 PM	106	23	129	4	51	55	28	11	39	223
05:00 PM	99	29	128	6	42	48	36	**17**	**53**	229
05:15 PM	**119**	26	**145**	5	53	58	**45**	8	53	**256**
Total Volume	437	107	544	21	201	222	146	41	187	953
% App. Total	80.3	19.7		9.5	90.5		78.1	21.9		
PHF	.918	.922	.938	.875	.914	.910	.811	.603	.882	.931

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City of Corona
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File Name : 18_COR_PG_Front PM
Site Code : 05123397
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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:

	04:30 PM			04:00 PM			04:30 PM		
+0 mins.	113	**29**	142	3	62	65	37	5	42
+15 mins.	106	23	129	3	**67**	**70**	28	11	39
+30 mins.	99	29	128	**6**	55	61	36	**17**	**53**
+45 mins.	**119**	26	**145**	4	51	55	**45**	8	53
Total Volume	437	107	544	16	235	251	146	41	187
% App. Total	80.3	19.7		6.4	93.6		78.1	21.9	
PHF	.918	.922	.938	.667	.877	.896	.811	.603	.882

Location: Corona
N/S: Paseo Grande
E/W: Frontage Road

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Paseo Grande Pedestrians	East Leg Frontage Road Pedestrians	South Leg Paseo Grande Pedestrians	West Leg Frontage Road 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 Paseo Grande Pedestrians	East Leg Frontage Road Pedestrians	South Leg Paseo Grande Pedestrians	West Leg Frontage Road 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: Corona
N/S: Paseo Grande
E/W: Frontage Road

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Paseo Grande			Westbound Frontage Road			Northbound Paseo Grande			Eastbound Frontage Road			
	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 Paseo Grande			Westbound Frontage Road			Northbound Paseo Grande			Eastbound Frontage Road			
	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	1	0	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	0	0	0	0	0	0	0	0	1	0	0	1

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County of Riverside
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E/W: Via Santiago
Weather: Clear

File Name : 19_CRV_PG_Via S AM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- Total Volume

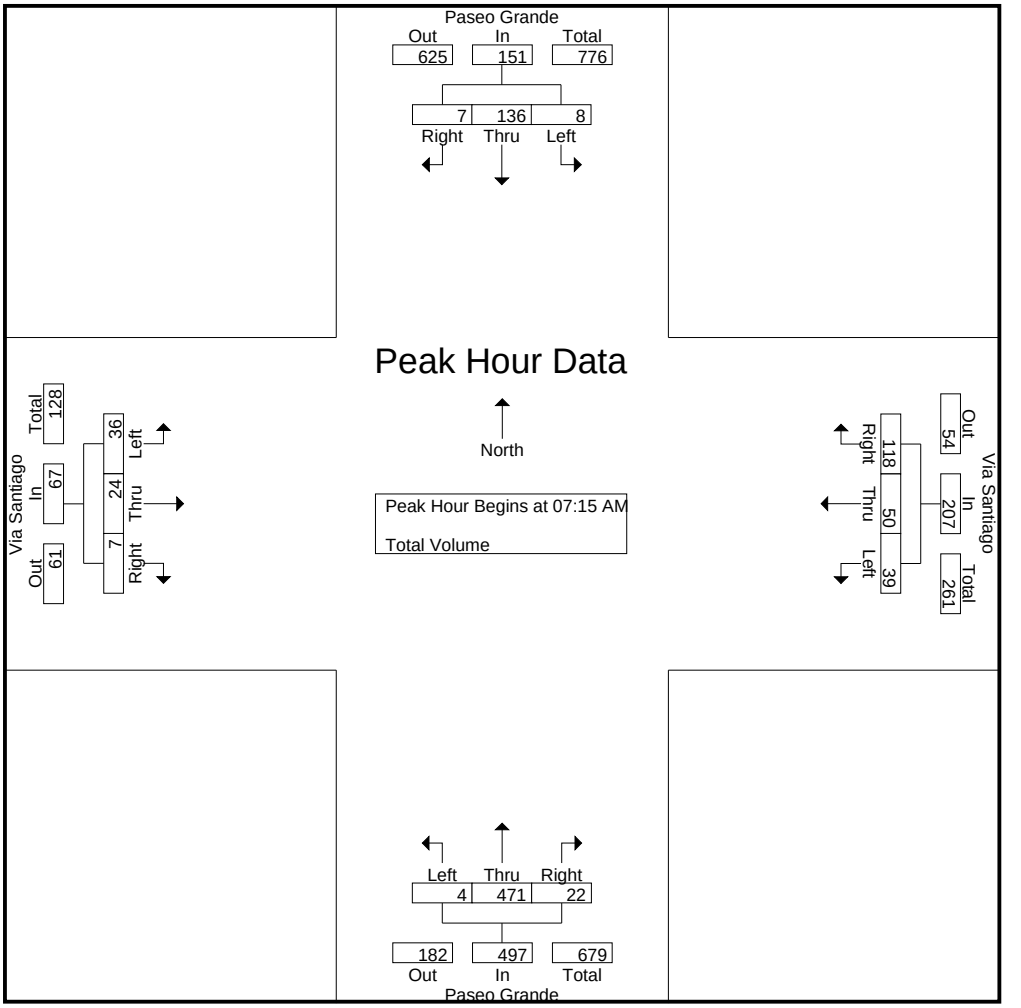
	Paseo Grande Southbound				Via Santiago Westbound				Paseo Grande Northbound				Via Santiago Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	16	2	21	2	8	34	44	2	89	0	91	5	2	0	7	163
07:15 AM	2	28	1	31	2	14	28	44	0	120	2	122	10	6	1	17	214
07:30 AM	0	41	3	44	17	12	39	68	2	125	3	130	11	2	6	19	261
07:45 AM	2	42	2	46	19	16	31	66	2	114	8	124	8	5	0	13	249
Total	7	127	8	142	40	50	132	222	6	448	13	467	34	15	7	56	887
08:00 AM	4	25	1	30	1	8	20	29	0	112	9	121	7	11	0	18	198
08:15 AM	2	30	3	35	1	12	24	37	1	107	4	112	10	12	1	23	207
08:30 AM	2	19	9	30	3	5	18	26	2	88	3	93	6	5	2	13	162
08:45 AM	6	25	1	32	3	4	16	23	4	85	2	91	7	3	1	11	157
Total	14	99	14	127	8	29	78	115	7	392	18	417	30	31	4	65	724
Grand Total	21	226	22	269	48	79	210	337	13	840	31	884	64	46	11	121	1611
Apprch %	7.8	84	8.2		14.2	23.4	62.3		1.5	95	3.5		52.9	38	9.1		
Total %	1.3	14	1.4	16.7	3	4.9	13	20.9	0.8	52.1	1.9	54.9	4	2.9	0.7	7.5	

	Paseo Grande Southbound				Via Santiago Westbound				Paseo Grande Northbound				Via Santiago Eastbound				
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	28	1	31	2	14	28	44	0	120	2	122	10	6	1	17	214
07:30 AM	0	41	**3**	44	17	12	**39**	**68**	**2**	**125**	3	**130**	**11**	2	**6**	**19**	**261**
07:45 AM	2	**42**	2	**46**	**19**	**16**	31	66	2	114	8	124	8	5	0	13	249
08:00 AM	**4**	25	1	30	1	8	20	29	0	112	**9**	121	7	**11**	0	18	198
Total Volume	8	136	7	151	39	50	118	207	4	471	22	497	36	24	7	67	922
% App. Total	5.3	90.1	4.6		18.8	24.2	57		0.8	94.8	4.4		53.7	35.8	10.4		
PHF	.500	.810	.583	.821	.513	.781	.756	.761	.500	.942	.611	.956	.818	.545	.292	.882	.883

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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:

	07:30 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	0	41	**3**	44	2	8	34	44	0	120	2	122	**11**	2	**6**	19
+15 mins.	2	**42**	2	**46**	2	14	28	44	**2**	**125**	3	**130**	8	5	0	13
+30 mins.	**4**	25	1	30	17	12	**39**	**68**	2	114	8	124	7	11	0	18
+45 mins.	2	30	3	35	**19**	**16**	31	66	0	112	**9**	121	10	**12**	1	**23**
Total Volume	8	138	9	155	40	50	132	222	4	471	22	497	36	30	7	73
% App. Total	5.2	89	5.8		18	22.5	59.5		0.8	94.8	4.4		49.3	41.1	9.6	
PHF	.500	.821	.750	.842	.526	.781	.846	.816	.500	.942	.611	.956	.818	.625	.292	.793

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Groups Printed- Total Volume

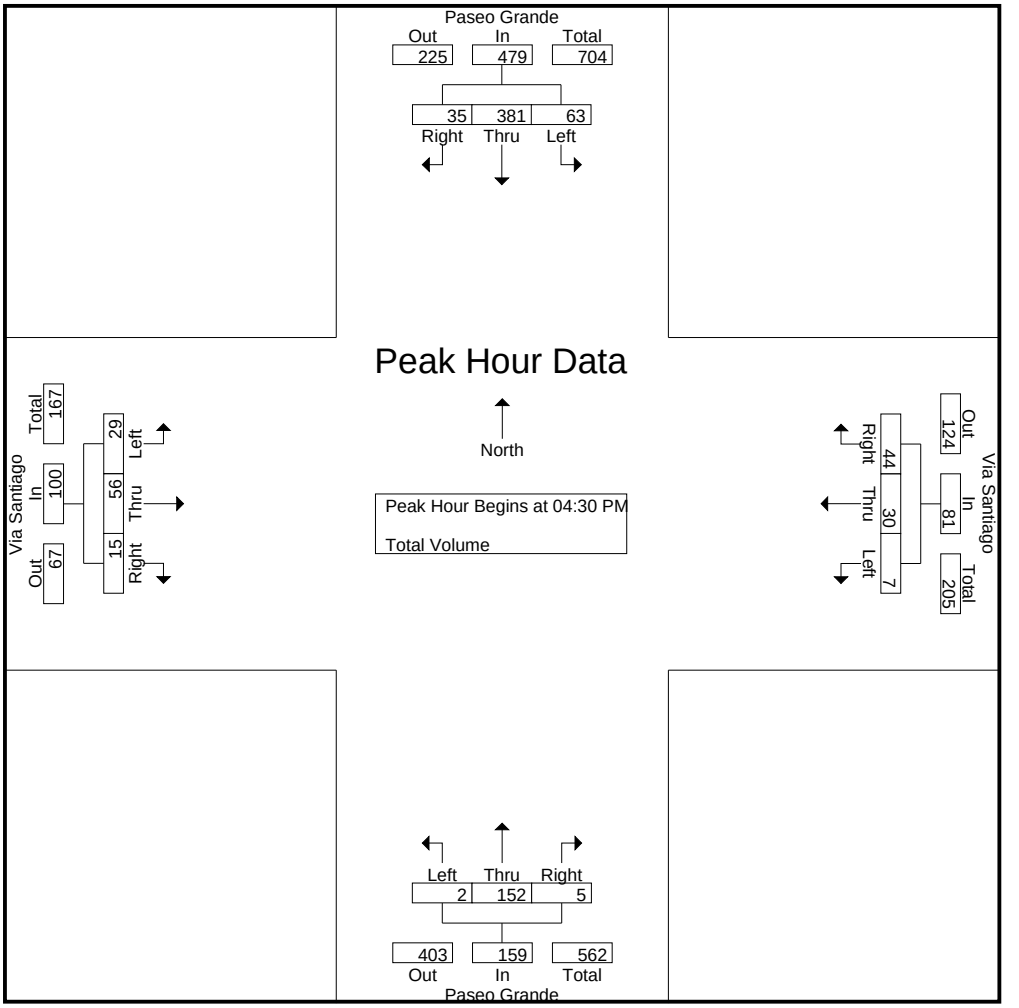
	Paseo Grande Southbound				Via Santiago Westbound				Paseo Grande Northbound				Via Santiago Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	92	7	115	0	10	14	24	2	46	0	48	5	8	4	17	204
04:15 PM	17	73	8	98	1	4	9	14	3	57	5	65	5	11	4	20	197
04:30 PM	20	94	9	123	2	11	13	26	1	39	0	40	6	16	5	27	216
04:45 PM	19	92	3	114	2	6	10	18	0	40	2	42	6	7	2	15	189
Total	72	351	27	450	5	31	46	82	6	182	7	195	22	42	15	79	806
05:00 PM	13	92	9	114	3	6	11	20	1	35	3	39	4	19	1	24	197
05:15 PM	11	103	14	128	0	7	10	17	0	38	0	38	13	14	7	34	217
05:30 PM	18	93	14	125	1	5	9	15	1	46	3	50	9	10	2	21	211
05:45 PM	11	104	6	121	0	7	2	9	1	33	2	36	7	15	6	28	194
Total	53	392	43	488	4	25	32	61	3	152	8	163	33	58	16	107	819
Grand Total	125	743	70	938	9	56	78	143	9	334	15	358	55	100	31	186	1625
Apprch %	13.3	79.2	7.5		6.3	39.2	54.5		2.5	93.3	4.2		29.6	53.8	16.7		
Total %	7.7	45.7	4.3	57.7	0.6	3.4	4.8	8.8	0.6	20.6	0.9	22	3.4	6.2	1.9	11.4	

	Paseo Grande Southbound				Via Santiago Westbound				Paseo Grande Northbound				Via Santiago Eastbound				
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	**20**	94	9	123	2	**11**	**13**	**26**	**1**	39	0	40	6	16	5	27	216
04:45 PM	19	92	3	114	2	6	10	18	0	**40**	2	**42**	6	7	2	15	189
05:00 PM	13	92	9	114	**3**	6	11	20	1	35	**3**	39	4	**19**	1	24	197
05:15 PM	11	**103**	**14**	**128**	0	7	10	17	0	38	0	38	**13**	14	**7**	**34**	**217**
Total Volume	63	381	35	479	7	30	44	81	2	152	5	159	29	56	15	100	819
% App. Total	13.2	79.5	7.3		8.6	37	54.3		1.3	95.6	3.1		29	56	15		
PHF	.788	.925	.625	.936	.583	.682	.846	.779	.500	.950	.417	.946	.558	.737	.536	.735	.944

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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				05:00 PM			
+0 mins.	13	92	9	114	0	10	**14**	24	2	46	0	48	4	**19**	1	24
+15 mins.	11	103	**14**	**128**	1	4	9	14	**3**	**57**	**5**	**65**	**13**	14	**7**	**34**
+30 mins.	**18**	93	14	125	**2**	**11**	13	**26**	1	39	0	40	9	10	2	21
+45 mins.	11	**104**	6	121	2	6	10	18	0	40	2	42	7	15	6	28
Total Volume	53	392	43	488	5	31	46	82	6	182	7	195	33	58	16	107
% App. Total	10.9	80.3	8.8		6.1	37.8	56.1		3.1	93.3	3.6		30.8	54.2	15	
PHF	.736	.942	.768	.953	.625	.705	.821	.788	.500	.798	.350	.750	.635	.763	.571	.787

Location: County of Riverside
N/S: Paseo Grande
E/W: Via Santiago

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Paseo Grande	East Leg Via Santiago	South Leg Paseo Grande	West Leg Via Santiago	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	1	0	0	3
7:15 AM	0	0	0	0	0
7:30 AM	7	0	2	1	10
7:45 AM	0	0	1	0	1
8:00 AM	4	1	0	1	6
8:15 AM	4	0	0	0	4
8:30 AM	2	0	0	0	2
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	19	2	4	2	27

	North Leg Paseo Grande	East Leg Via Santiago	South Leg Paseo Grande	West Leg Via Santiago	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	6	0	2	0	8
4:15 PM	3	2	0	0	5
4:30 PM	1	0	3	0	4
4:45 PM	0	0	0	0	0
5:00 PM	4	0	0	1	5
5:15 PM	0	0	0	1	1
5:30 PM	1	0	0	0	1
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	17	2	5	2	26

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951-268-6268

Location: County of Riverside
N/S: Paseo Grande
E/W: Via Santiago

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Paseo Grande			Westbound Via Santiago			Northbound Paseo Grande			Eastbound Via Santiago			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	0	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	1	0	0	0	0	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	0	0	0	1	0	0	0	0	3

	Southbound Paseo Grande			Westbound Via Santiago			Northbound Paseo Grande			Eastbound Via Santiago			
	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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County of Riverside
N/S: Paseo Grande
E/W: Via Del Rio
Weather: Clear

File Name : 20_CRV_PG_VDR AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

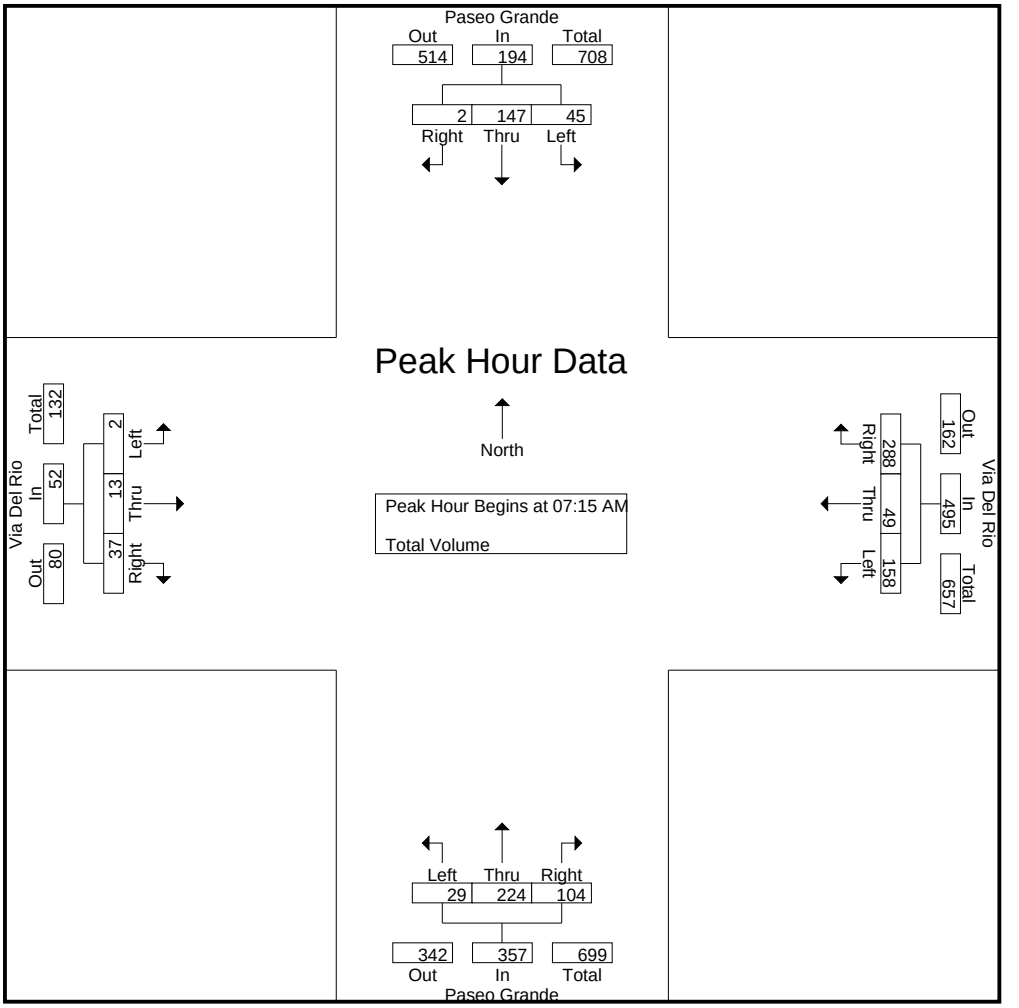
	Paseo Grande Southbound				Via Del Rio Westbound				Paseo Grande Northbound				Via Del Rio Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	9	0	18	35	16	72	123	1	14	5	20	1	5	0	6	167
07:15 AM	6	24	0	30	35	15	91	141	0	34	11	45	0	1	3	4	220
07:30 AM	13	56	1	70	48	9	79	136	5	55	21	81	0	5	16	21	308
07:45 AM	10	57	0	67	55	12	57	124	13	70	35	118	2	5	18	25	334
Total	38	146	1	185	173	52	299	524	19	173	72	264	3	16	37	56	1029
08:00 AM	16	10	1	27	20	13	61	94	11	65	37	113	0	2	0	2	236
08:15 AM	14	19	0	33	19	7	78	104	1	35	11	47	1	3	1	5	189
08:30 AM	12	11	1	24	14	6	71	91	2	16	4	22	1	3	2	6	143
08:45 AM	17	10	0	27	16	8	64	88	0	25	4	29	0	2	1	3	147
Total	59	50	2	111	69	34	274	377	14	141	56	211	2	10	4	16	715
Grand Total	97	196	3	296	242	86	573	901	33	314	128	475	5	26	41	72	1744
Apprch %	32.8	66.2	1		26.9	9.5	63.6		6.9	66.1	26.9		6.9	36.1	56.9		
Total %	5.6	11.2	0.2	17	13.9	4.9	32.9	51.7	1.9	18	7.3	27.2	0.3	1.5	2.4	4.1	

	Paseo Grande Southbound				Via Del Rio Westbound				Paseo Grande Northbound				Via Del Rio Eastbound				
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	6	24	0	30	35	**15**	**91**	**141**	0	34	11	45	0	1	3	4	220
07:30 AM	13	56	**1**	**70**	48	9	79	136	5	55	21	81	0	**5**	16	21	308
07:45 AM	10	**57**	0	67	**55**	12	57	124	**13**	**70**	35	**118**	**2**	5	**18**	**25**	**334**
08:00 AM	**16**	10	1	27	20	13	61	94	11	65	**37**	113	0	2	0	2	236
Total Volume	45	147	2	194	158	49	288	495	29	224	104	357	2	13	37	52	1098
% App. Total	23.2	75.8	1		31.9	9.9	58.2		8.1	62.7	29.1		3.8	25	71.2		
PHF	.703	.645	.500	.693	.718	.817	.791	.878	.558	.800	.703	.756	.250	.650	.514	.520	.822

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County of Riverside
N/S: Paseo Grande
E/W: Via Del Rio
Weather: Clear

File Name : 20_CRV_PG_VDR AM
Site Code : 05123397
Start Date : 4/25/2023
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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:

	07:30 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	13	56	**1**	**70**	35	**16**	72	123	5	55	21	81	1	**5**	0	6
+15 mins.	10	**57**	0	67	35	15	**91**	**141**	**13**	**70**	35	**118**	0	1	3	4
+30 mins.	**16**	10	1	27	48	9	79	136	11	65	**37**	113	0	5	16	21
+45 mins.	14	19	0	33	**55**	12	57	124	1	35	11	47	**2**	5	**18**	**25**
Total Volume	53	142	2	197	173	52	299	524	30	225	104	359	3	16	37	56
% App. Total	26.9	72.1	1		33	9.9	57.1		8.4	62.7	29		5.4	28.6	66.1	
PHF	.828	.623	.500	.704	.786	.813	.821	.929	.577	.804	.703	.761	.375	.800	.514	.560

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County of Riverside
N/S: Paseo Grande
E/W: Via Del Rio
Weather: Clear

File Name : 20_CRV_PG_VDR PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

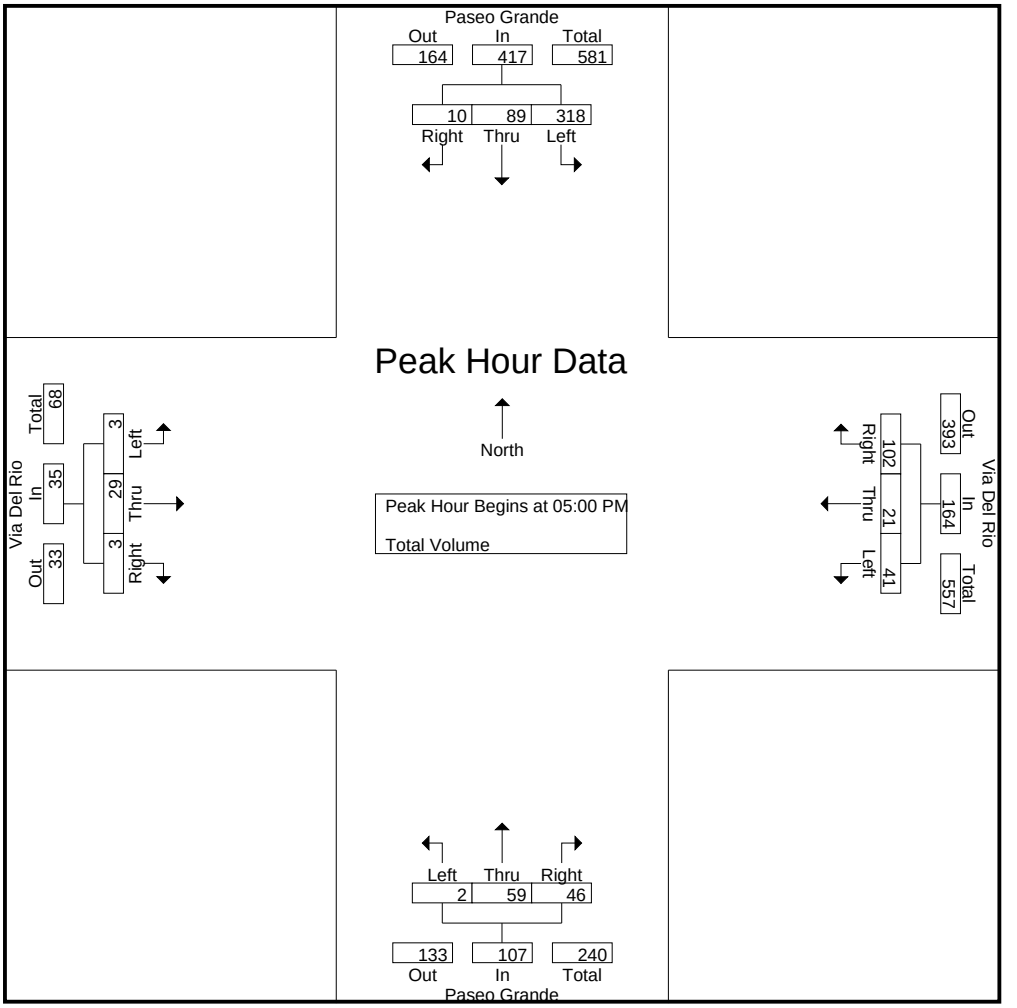
	Paseo Grande Southbound				Via Del Rio Westbound				Paseo Grande Northbound				Via Del Rio Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	72	25	2	99	17	7	34	58	0	20	15	35	0	8	0	8	200
04:15 PM	65	12	3	80	10	7	40	57	0	22	8	30	0	7	0	7	174
04:30 PM	71	17	1	89	10	2	29	41	1	15	11	27	2	6	0	8	165
04:45 PM	75	22	0	97	13	7	28	48	2	10	11	23	1	9	0	10	178
Total	283	76	6	365	50	23	131	204	3	67	45	115	3	30	0	33	717
05:00 PM	77	12	5	94	10	2	25	37	0	15	13	28	0	7	0	7	166
05:15 PM	82	26	4	112	7	10	28	45	0	11	14	25	1	8	1	10	192
05:30 PM	71	26	1	98	17	2	30	49	1	15	12	28	1	9	0	10	185
05:45 PM	88	25	0	113	7	7	19	33	1	18	7	26	1	5	2	8	180
Total	318	89	10	417	41	21	102	164	2	59	46	107	3	29	3	35	723
Grand Total	601	165	16	782	91	44	233	368	5	126	91	222	6	59	3	68	1440
Apprch %	76.9	21.1	2		24.7	12	63.3		2.3	56.8	41		8.8	86.8	4.4		
Total %	41.7	11.5	1.1	54.3	6.3	3.1	16.2	25.6	0.3	8.8	6.3	15.4	0.4	4.1	0.2	4.7	

	Paseo Grande Southbound				Via Del Rio Westbound				Paseo Grande Northbound				Via Del Rio Eastbound				
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 05:00 PM																	
05:00 PM	77	12	**5**	94	10	2	25	37	0	15	13	**28**	0	7	0	7	166
05:15 PM	82	**26**	4	112	7	**10**	28	45	0	11	**14**	25	**1**	8	1	**10**	**192**
05:30 PM	71	26	1	98	**17**	2	**30**	**49**	**1**	15	12	28	1	**9**	0	10	185
05:45 PM	**88**	25	0	**113**	7	7	19	33	1	**18**	7	26	1	5	**2**	8	180
Total Volume	318	89	10	417	41	21	102	164	2	59	46	107	3	29	3	35	723
% App. Total	76.3	21.3	2.4		25	12.8	62.2		1.9	55.1	43		8.6	82.9	8.6		
PHF	.903	.856	.500	.923	.603	.525	.850	.837	.500	.819	.821	.955	.750	.806	.375	.875	.941

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County of Riverside
N/S: Paseo Grande
E/W: Via Del Rio
Weather: Clear

File Name : 20_CRV_PG_VDR PM
Site Code : 05123397
Start Date : 4/25/2023
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				04:45 PM			
+0 mins.	77	12	**5**	94	**17**	**7**	34	**58**	0	20	**15**	**35**	**1**	**9**	0	**10**
+15 mins.	82	**26**	4	112	10	7	**40**	57	0	**22**	8	30	0	7	0	7
+30 mins.	71	26	1	98	10	2	29	41	1	15	11	27	1	8	**1**	10
+45 mins.	**88**	25	0	**113**	13	7	28	48	**2**	10	11	23	1	9	0	10
Total Volume	318	89	10	417	50	23	131	204	3	67	45	115	3	33	1	37
% App. Total	76.3	21.3	2.4		24.5	11.3	64.2		2.6	58.3	39.1		8.1	89.2	2.7	
PHF	.903	.856	.500	.923	.735	.821	.819	.879	.375	.761	.750	.821	.750	.917	.250	.925

Location: County of Riverside
N/S: Paseo Grande
E/W: Via Del Rio

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Paseo Grande	East Leg Via Del Rio	South Leg Paseo Grande	West Leg Via Del Rio	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	2	0	0	3	5
7:30 AM	3	1	0	6	10
7:45 AM	0	0	1	5	6
8:00 AM	0	0	0	2	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	6	1	1	17	25

	North Leg Paseo Grande	East Leg Via Del Rio	South Leg Paseo Grande	West Leg Via Del Rio	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	1	3
4:15 PM	2	1	0	0	3
4:30 PM	1	2	0	1	4
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	1	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	6	4	0	4	14

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Location: County of Riverside
N/S: Paseo Grande
E/W: Via Del Rio

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Paseo Grande			Westbound Via Del Rio			Northbound Paseo Grande			Eastbound Via Del Rio			
	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 Paseo Grande			Westbound Via Del Rio			Northbound Paseo Grande			Eastbound Via Del Rio			
	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	1	0	0	1	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	1	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	0	2	0	0	0	0	2	0	0	0	5

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County of Riverside
N/S: Paseo Grande
E/W: Brae Burn Drive
Weather: Clear

File Name : 21_CRV_PG_Brae AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

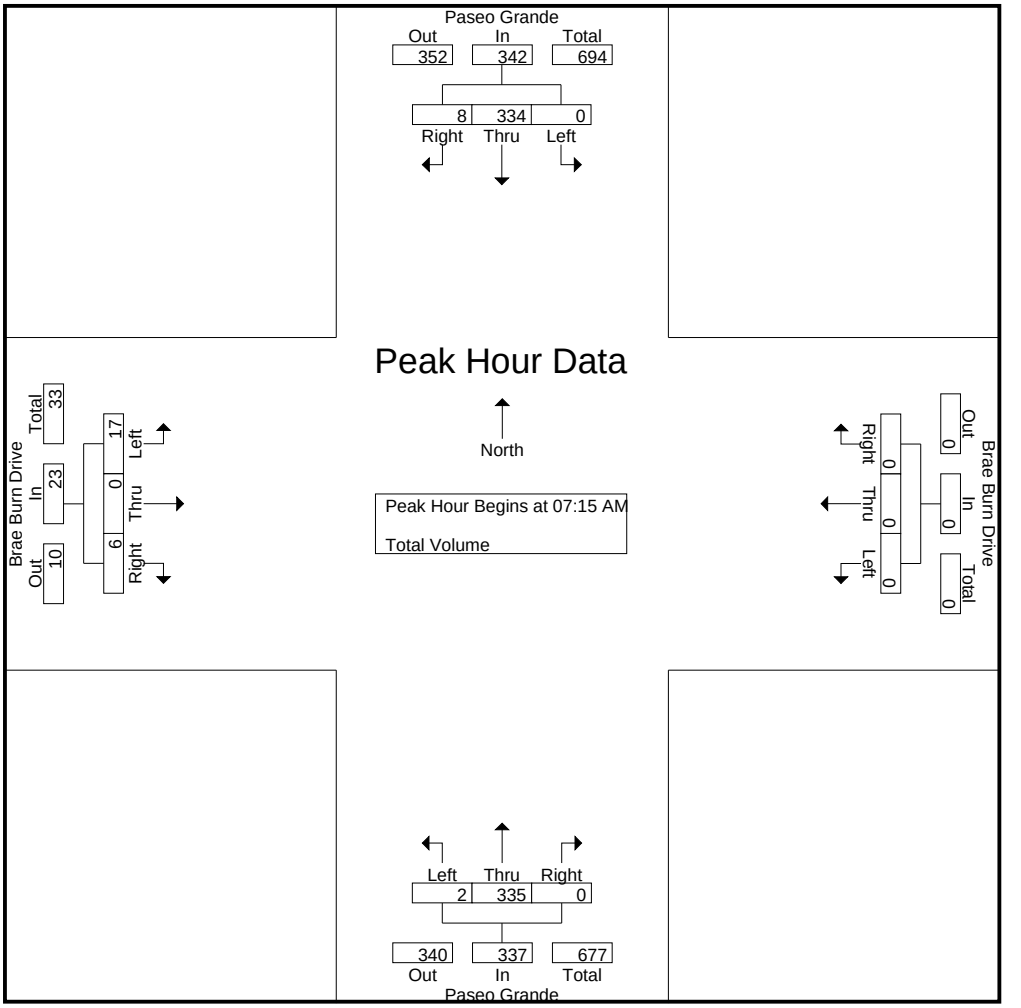
	Paseo Grande Southbound				Brae Burn Drive Westbound				Paseo Grande Northbound				Brae Burn Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	42	2	44	0	0	0	0	0	18	0	18	1	0	1	2	64
07:15 AM	0	61	2	63	0	0	0	0	0	42	0	42	4	0	2	6	111
07:30 AM	0	121	1	122	0	0	0	0	1	75	0	76	4	0	2	6	204
07:45 AM	0	126	3	129	0	0	0	0	1	111	0	112	2	0	2	4	245
Total	0	350	8	358	0	0	0	0	2	246	0	248	11	0	7	18	624
08:00 AM	0	26	2	28	0	0	0	0	0	107	0	107	7	0	0	7	142
08:15 AM	0	36	3	39	0	0	0	0	0	39	0	39	4	0	0	4	82
08:30 AM	0	23	1	24	0	0	0	0	0	22	0	22	3	0	1	4	50
08:45 AM	0	24	2	26	0	0	0	0	0	23	0	23	3	0	0	3	52
Total	0	109	8	117	0	0	0	0	0	191	0	191	17	0	1	18	326
Grand Total	0	459	16	475	0	0	0	0	2	437	0	439	28	0	8	36	950
Apprch %	0	96.6	3.4		0	0	0		0.5	99.5	0		77.8	0	22.2		
Total %	0	48.3	1.7	50	0	0	0	0	0.2	46	0	46.2	2.9	0	0.8	3.8	

	Paseo Grande Southbound				Brae Burn Drive Westbound				Paseo Grande Northbound				Brae Burn Drive Eastbound				
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	0	61	2	63	0	0	0	0	0	42	0	42	4	0	**2**	6	111
07:30 AM	0	121	1	122	0	0	0	0	**1**	75	0	76	4	0	2	6	204
07:45 AM	0	**126**	**3**	**129**	0	0	0	0	1	**111**	0	**112**	2	0	2	4	**245**
08:00 AM	0	26	2	28	0	0	0	0	0	107	0	107	**7**	0	0	**7**	142
Total Volume	0	334	8	342	0	0	0	0	2	335	0	337	17	0	6	23	702
% App. Total	0	97.7	2.3		0	0	0		0.6	99.4	0		73.9	0	26.1		
PHF	.000	.663	.667	.663	.000	.000	.000	.000	.500	.755	.000	.752	.607	.000	.750	.821	.716

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County of Riverside
N/S: Paseo Grande
E/W: Brae Burn Drive
Weather: Clear

File Name : 21_CRV_PG_Brae AM
Site Code : 05123397
Start Date : 4/25/2023
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:

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	0	42	2	44	0	0	0	0	0	42	0	42	4	0	**2**	6
+15 mins.	0	61	2	63	0	0	0	0	**1**	75	0	76	4	0	2	6
+30 mins.	0	121	1	122	0	0	0	0	1	**111**	0	**112**	2	0	2	4
+45 mins.	0	**126**	**3**	**129**	0	0	0	0	0	107	0	107	**7**	0	0	**7**
Total Volume	0	350	8	358	0	0	0	0	2	335	0	337	17	0	6	23
% App. Total	0	97.8	2.2		0	0	0		0.6	99.4	0		73.9	0	26.1	
PHF	.000	.694	.667	.694	.000	.000	.000	.000	.500	.755	.000	.752	.607	.000	.750	.821

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County of Riverside
N/S: Paseo Grande
E/W: Brae Burn Drive
Weather: Clear

File Name : 21_CRV_PG_Brae PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

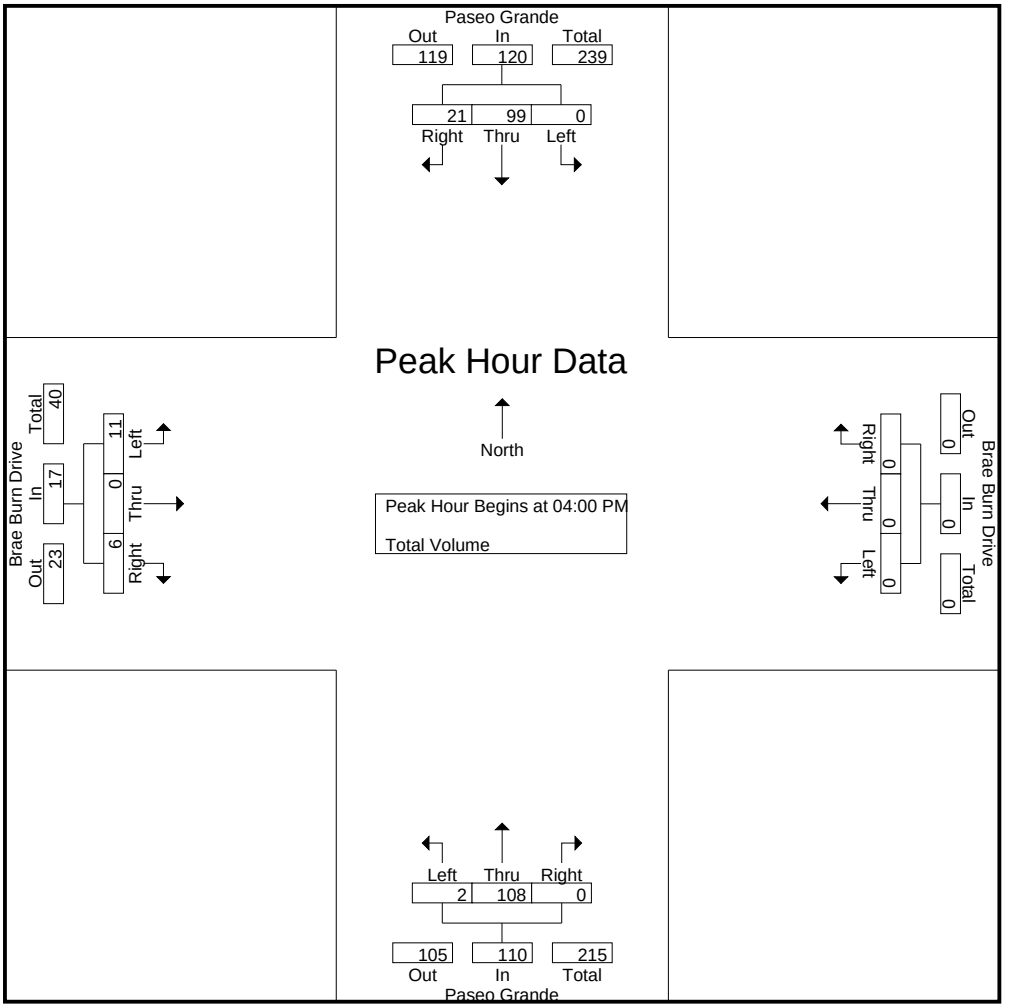
	Paseo Grande Southbound				Brae Burn Drive Westbound				Paseo Grande Northbound				Brae Burn Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	33	7	40	0	0	0	0	0	35	0	35	1	0	1	2	77
04:15 PM	0	20	1	21	0	0	0	0	0	29	0	29	2	0	0	2	52
04:30 PM	0	24	5	29	0	0	0	0	1	29	0	30	4	0	2	6	65
04:45 PM	0	22	8	30	0	0	0	0	1	15	0	16	4	0	3	7	53
Total	0	99	21	120	0	0	0	0	2	108	0	110	11	0	6	17	247
05:00 PM	0	15	2	17	0	0	0	0	1	23	0	24	2	0	0	2	43
05:15 PM	0	27	6	33	0	0	0	0	1	20	0	21	2	0	1	3	57
05:30 PM	0	33	7	40	0	0	0	0	0	23	0	23	6	0	0	6	69
05:45 PM	0	28	4	32	0	0	0	0	3	23	0	26	3	0	3	6	64
Total	0	103	19	122	0	0	0	0	5	89	0	94	13	0	4	17	233
Grand Total	0	202	40	242	0	0	0	0	7	197	0	204	24	0	10	34	480
Apprch %	0	83.5	16.5		0	0	0		3.4	96.6	0		70.6	0	29.4		
Total %	0	42.1	8.3	50.4	0	0	0	0	1.5	41	0	42.5	5	0	2.1	7.1	

	Paseo Grande Southbound				Brae Burn Drive Westbound				Paseo Grande Northbound				Brae Burn Drive Eastbound				
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	**33**	7	**40**	0	0	0	0	0	**35**	0	**35**	1	0	1	2	**77**
04:15 PM	0	20	1	21	0	0	0	0	0	29	0	29	2	0	0	2	52
04:30 PM	0	24	5	29	0	0	0	0	**1**	29	0	30	**4**	0	2	6	65
04:45 PM	0	22	**8**	30	0	0	0	0	1	15	0	16	4	0	**3**	**7**	53
Total Volume	0	99	21	120	0	0	0	0	2	108	0	110	11	0	6	17	247
% App. Total	0	82.5	17.5		0	0	0		1.8	98.2	0		64.7	0	35.3		
PHF	.000	.750	.656	.750	.000	.000	.000	.000	.500	.771	.000	.786	.688	.000	.500	.607	.802

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County of Riverside
N/S: Paseo Grande
E/W: Brae Burn Drive
Weather: Clear

File Name : 21_CRV_PG_Brae PM
Site Code : 05123397
Start Date : 4/25/2023
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				04:30 PM			
+0 mins.	0	15	2	17	0	0	0	0	0	**35**	0	**35**	**4**	0	2	6
+15 mins.	0	27	6	33	0	0	0	0	0	29	0	29	4	0	**3**	**7**
+30 mins.	0	**33**	**7**	**40**	0	0	0	0	**1**	29	0	30	2	0	0	2
+45 mins.	0	28	4	32	0	0	0	0	1	15	0	16	2	0	1	3
Total Volume	0	103	19	122	0	0	0	0	2	108	0	110	12	0	6	18
% App. Total	0	84.4	15.6		0	0	0		1.8	98.2	0		66.7	0	33.3	
PHF	.000	.780	.679	.763	.000	.000	.000	.000	.500	.771	.000	.786	.750	.000	.500	.643

Location: County of Riverside
N/S: Paseo Grande
E/W: Brae Burn Drive

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Paseo Grande	East Leg Brae Burn Drive	South Leg Paseo Grande	West Leg Brae Burn Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	9	9
7:30 AM	0	0	0	5	5
7:45 AM	0	0	0	10	10
8:00 AM	0	0	0	3	3
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	28	28

	North Leg Paseo Grande	East Leg Brae Burn Drive	South Leg Paseo Grande	West Leg Brae Burn Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	2	2
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	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	5	5

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951-268-6268

Location: County of Riverside
N/S: Paseo Grande
E/W: Brae Burn Drive

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Paseo Grande			Westbound Brae Burn Drive			Northbound Paseo Grande			Eastbound Brae Burn Drive			
	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 Paseo Grande			Westbound Brae Burn Drive			Northbound Paseo Grande			Eastbound Brae Burn Drive			
	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	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	1	0	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:	0	1	1	0	0	0	0	1	0	1	0	0	4

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County of Riverside
N/S: Paseo Grande
E/W: Pine Crest Drive
Weather: Clear

File Name : 22_CRV_PG_Pine C AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

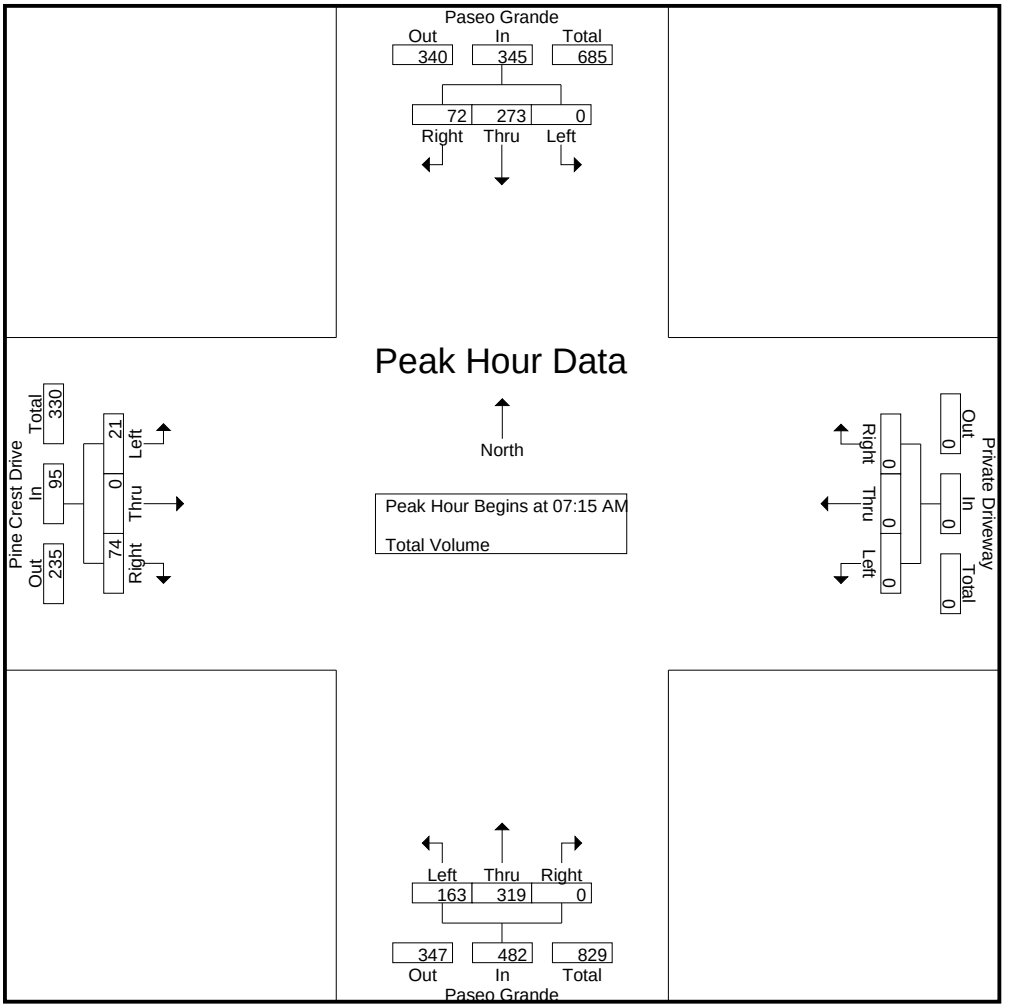
	Paseo Grande Southbound				Private Driveway Westbound				Paseo Grande Northbound				Pine Crest Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	30	43	0	0	0	0	15	14	0	29	3	0	0	3	75
07:15 AM	0	37	28	65	0	0	0	0	33	37	0	70	6	0	4	10	145
07:30 AM	0	103	16	119	0	0	0	0	49	73	0	122	2	0	25	27	268
07:45 AM	0	114	19	133	0	0	0	0	56	111	0	167	3	0	37	40	340
Total	0	267	93	360	0	0	0	0	153	235	0	388	14	0	66	80	828
08:00 AM	0	19	9	28	0	0	0	0	25	98	0	123	10	0	8	18	169
08:15 AM	0	22	14	36	0	0	0	0	6	33	0	39	4	0	5	9	84
08:30 AM	0	17	10	27	0	0	0	0	9	21	0	30	2	0	3	5	62
08:45 AM	0	15	6	21	0	0	0	0	4	20	0	24	2	0	4	6	51
Total	0	73	39	112	0	0	0	0	44	172	0	216	18	0	20	38	366
Grand Total	0	340	132	472	0	0	0	0	197	407	0	604	32	0	86	118	1194
Apprch %	0	72	28		0	0	0		32.6	67.4	0		27.1	0	72.9		
Total %	0	28.5	11.1	39.5	0	0	0	0	16.5	34.1	0	50.6	2.7	0	7.2	9.9	

	Paseo Grande Southbound				Private Driveway Westbound				Paseo Grande Northbound				Pine Crest Drive Eastbound				
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	0	37	**28**	65	0	0	0	0	33	37	0	70	6	0	4	10	145
07:30 AM	0	103	16	119	0	0	0	0	49	73	0	122	2	0	25	27	268
07:45 AM	0	**114**	19	**133**	0	0	0	0	**56**	**111**	0	**167**	3	0	**37**	**40**	**340**
08:00 AM	0	19	9	28	0	0	0	0	25	98	0	123	**10**	0	8	18	169
Total Volume	0	273	72	345	0	0	0	0	163	319	0	482	21	0	74	95	922
% App. Total	0	79.1	20.9		0	0	0		33.8	66.2	0		22.1	0	77.9		
PHF	.000	.599	.643	.648	.000	.000	.000	.000	.728	.718	.000	.722	.525	.000	.500	.594	.678

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County of Riverside
N/S: Paseo Grande
E/W: Pine Crest Drive
Weather: Clear

File Name : 22_CRV_PG_Pine C AM
Site Code : 05123397
Start Date : 4/25/2023
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:

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	0	13	**30**	43	0	0	0	0	33	37	0	70	6	0	4	10
+15 mins.	0	37	28	65	0	0	0	0	49	73	0	122	2	0	25	27
+30 mins.	0	103	16	119	0	0	0	0	**56**	**111**	0	**167**	3	0	**37**	**40**
+45 mins.	0	**114**	19	**133**	0	0	0	0	25	98	0	123	**10**	0	8	18
Total Volume	0	267	93	360	0	0	0	0	163	319	0	482	21	0	74	95
% App. Total	0	74.2	25.8		0	0	0		33.8	66.2	0		22.1	0	77.9	
PHF	.000	.586	.775	.677	.000	.000	.000	.000	.728	.718	.000	.722	.525	.000	.500	.594

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County of Riverside
N/S: Paseo Grande
E/W: Pine Crest Drive
Weather: Clear

File Name : 22_CRV_PG_Pine C PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

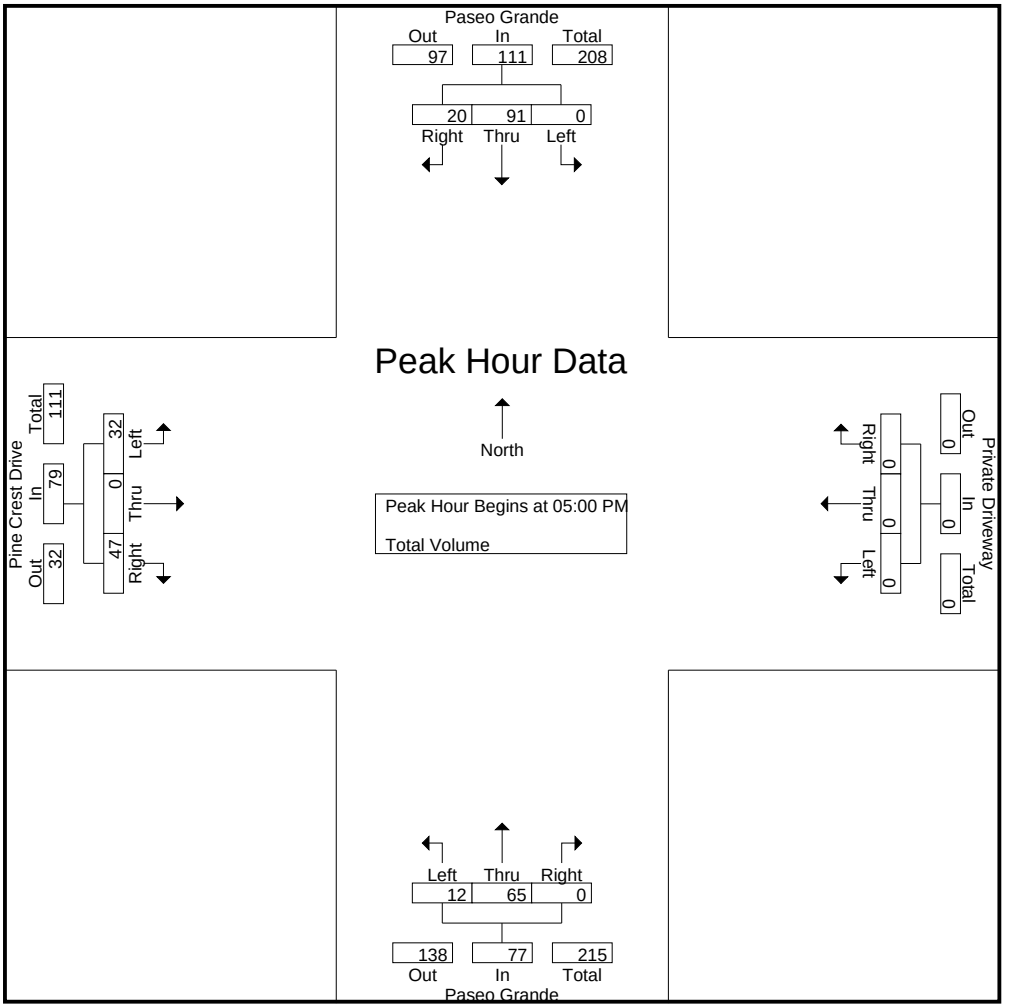
	Paseo Grande Southbound				Private Driveway Westbound				Paseo Grande Northbound				Pine Crest Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	31	4	35	0	0	0	0	5	25	0	30	9	0	9	18	83
04:15 PM	0	16	4	20	0	0	0	0	4	22	0	26	7	0	6	13	59
04:30 PM	0	22	2	24	0	0	0	0	4	21	0	25	8	0	7	15	64
04:45 PM	0	22	6	28	0	0	0	0	2	11	0	13	7	0	11	18	59
Total	0	91	16	107	0	0	0	0	15	79	0	94	31	0	33	64	265
05:00 PM	0	17	4	21	0	0	0	0	3	16	0	19	9	0	8	17	57
05:15 PM	0	20	8	28	0	0	0	0	3	14	0	17	8	0	16	24	69
05:30 PM	0	25	4	29	0	0	0	0	3	16	0	19	6	0	11	17	65
05:45 PM	0	29	4	33	0	0	0	0	3	19	0	22	9	0	12	21	76
Total	0	91	20	111	0	0	0	0	12	65	0	77	32	0	47	79	267
Grand Total	0	182	36	218	0	0	0	0	27	144	0	171	63	0	80	143	532
Apprch %	0	83.5	16.5		0	0	0		15.8	84.2	0		44.1	0	55.9		
Total %	0	34.2	6.8	41	0	0	0	0	5.1	27.1	0	32.1	11.8	0	15	26.9	

	Paseo Grande Southbound				Private Driveway Westbound				Paseo Grande Northbound				Pine Crest Drive Eastbound				
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 05:00 PM																	
05:00 PM	0	17	4	21	0	0	0	0	**3**	16	0	19	**9**	0	8	17	57
05:15 PM	0	20	**8**	28	0	0	0	0	3	14	0	17	8	0	**16**	**24**	69
05:30 PM	0	25	4	29	0	0	0	0	3	16	0	19	6	0	11	17	65
05:45 PM	0	**29**	4	**33**	0	0	0	0	3	**19**	0	**22**	9	0	12	21	**76**
Total Volume	0	91	20	111	0	0	0	0	12	65	0	77	32	0	47	79	267
% App. Total	0	82	18		0	0	0		15.6	84.4	0		40.5	0	59.5		
PHF	.000	.784	.625	.841	.000	.000	.000	.000	1.00	.855	.000	.875	.889	.000	.734	.823	.878

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County of Riverside
N/S: Paseo Grande
E/W: Pine Crest Drive
Weather: Clear

File Name : 22_CRV_PG_Pine C PM
Site Code : 05123397
Start Date : 4/25/2023
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				05:00 PM			
+0 mins.	0	17	4	21	0	0	0	0	**5**	**25**	0	**30**	**9**	0	8	17
+15 mins.	0	20	**8**	28	0	0	0	0	4	22	0	26	8	0	**16**	**24**
+30 mins.	0	25	4	29	0	0	0	0	4	21	0	25	6	0	11	17
+45 mins.	0	**29**	4	**33**	0	0	0	0	2	11	0	13	9	0	12	21
Total Volume	0	91	20	111	0	0	0	0	15	79	0	94	32	0	47	79
% App. Total	0	82	18		0	0	0		16	84	0		40.5	0	59.5	
PHF	.000	.784	.625	.841	.000	.000	.000	.000	.750	.790	.000	.783	.889	.000	.734	.823

Location: County of Riverside
N/S: Paseo Grande
E/W: Pine Crest Drive

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Paseo Grande	East Leg Private Driveway	South Leg Paseo Grande	West Leg Pine Crest Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	15	15
7:30 AM	0	0	0	7	7
7:45 AM	0	0	0	9	9
8:00 AM	0	0	0	3	3
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	36	36

	North Leg Paseo Grande	East Leg Private Driveway	South Leg Paseo Grande	West Leg Pine Crest Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	2	2
4:30 PM	0	0	0	1	1
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	3	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	8	8

Location: County of Riverside
N/S: Paseo Grande
E/W: Pine Crest Drive

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Paseo Grande			Westbound Private Driveway			Northbound Paseo Grande			Eastbound Pine Crest Drive			
	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 Paseo Grande			Westbound Private Driveway			Northbound Paseo Grande			Eastbound Pine Crest Drive			
	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	1	0	0	0	0	0	1
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	1	0	0	1
5:00 PM	0	1	0	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:	0	1	0	0	0	0	1	0	0	1	0	0	3

Counts Unlimited, Inc.
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Corona, CA 92878
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City of Corona
N/S: Paseo Grande
E/W: Ontario Avenue
Weather: Clear

File Name : 23_COR_PG_Ont AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

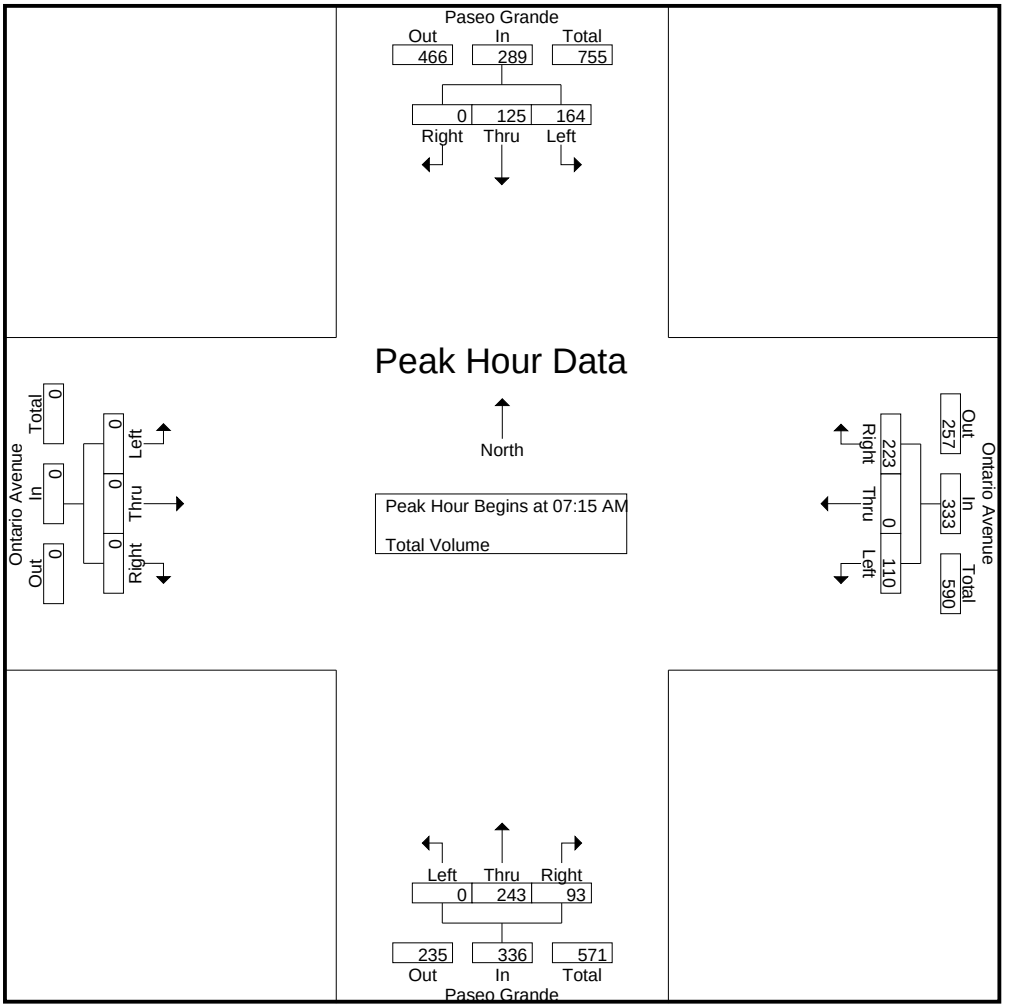
	Paseo Grande Southbound				Ontario Avenue Westbound				Paseo Grande Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	8	0	10	32	0	30	62	0	9	2	11	0	0	0	0	83
07:15 AM	6	12	0	18	41	0	35	76	0	44	17	61	0	0	0	0	155
07:30 AM	39	34	0	73	15	0	78	93	0	80	13	93	0	0	0	0	259
07:45 AM	68	51	0	119	26	0	95	121	0	93	34	127	0	0	0	0	367
Total	115	105	0	220	114	0	238	352	0	226	66	292	0	0	0	0	864
08:00 AM	51	28	0	79	28	0	15	43	0	26	29	55	0	0	0	0	177
08:15 AM	12	9	0	21	38	0	9	47	0	20	20	40	0	0	0	0	108
08:30 AM	4	13	0	17	31	0	14	45	0	13	18	31	0	0	0	0	93
08:45 AM	5	16	0	21	21	0	12	33	0	17	10	27	0	0	0	0	81
Total	72	66	0	138	118	0	50	168	0	76	77	153	0	0	0	0	459
Grand Total	187	171	0	358	232	0	288	520	0	302	143	445	0	0	0	0	1323
Apprch %	52.2	47.8	0		44.6	0	55.4		0	67.9	32.1		0	0	0		
Total %	14.1	12.9	0	27.1	17.5	0	21.8	39.3	0	22.8	10.8	33.6	0	0	0	0	

	Paseo Grande Southbound				Ontario Avenue Westbound				Paseo Grande Northbound				Ontario 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	6	12	0	18	**41**	0	35	76	0	44	17	61	0	0	0	0	155
07:30 AM	39	34	0	73	15	0	78	93	0	80	13	93	0	0	0	0	259
07:45 AM	**68**	**51**	0	**119**	26	0	**95**	**121**	0	**93**	**34**	**127**	0	0	0	0	**367**
08:00 AM	51	28	0	79	28	0	15	43	0	26	29	55	0	0	0	0	177
Total Volume	164	125	0	289	110	0	223	333	0	243	93	336	0	0	0	0	958
% App. Total	56.7	43.3	0		33	0	67		0	72.3	27.7		0	0	0		
PHF	.603	.613	.000	.607	.671	.000	.587	.688	.000	.653	.684	.661	.000	.000	.000	.000	.653

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City of Corona
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E/W: Ontario Avenue
Weather: Clear

File Name : 23_COR_PG_Ont AM
Site Code : 05123397
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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:

	07:30 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	39	34	0	73	32	0	30	62	0	44	17	61	0	0	0	0
+15 mins.	**68**	**51**	0	**119**	**41**	0	35	76	0	80	13	93	0	0	0	0
+30 mins.	51	28	0	79	15	0	78	93	0	**93**	**34**	**127**	0	0	0	0
+45 mins.	12	9	0	21	26	0	**95**	**121**	0	26	29	55	0	0	0	0
Total Volume	170	122	0	292	114	0	238	352	0	243	93	336	0	0	0	0
% App. Total	58.2	41.8	0		32.4	0	67.6		0	72.3	27.7		0	0	0	
PHF	.625	.598	.000	.613	.695	.000	.626	.727	.000	.653	.684	.661	.000	.000	.000	.000

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File Name : 23_COR_PG_Ont PM
Site Code : 05123397
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Groups Printed- Total Volume

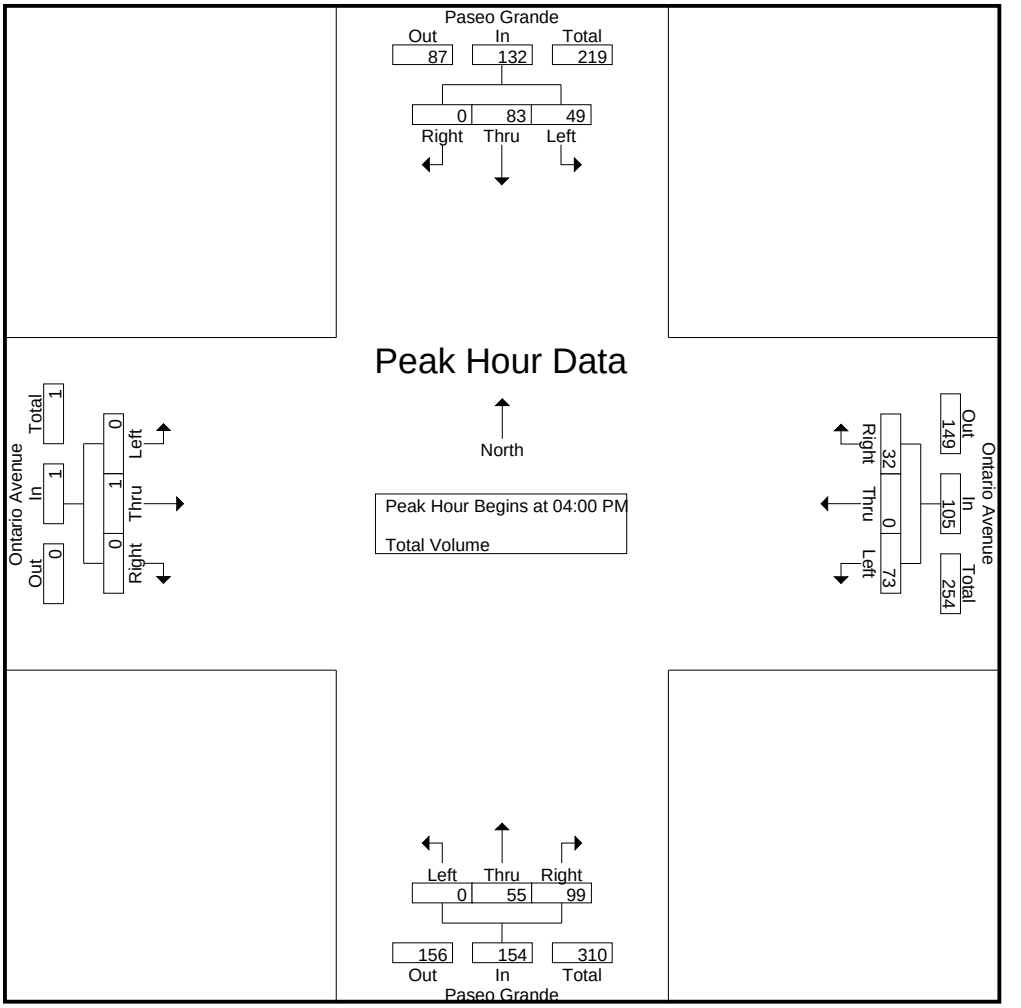
	Paseo Grande Southbound				Ontario Avenue Westbound				Paseo Grande Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	25	0	41	19	0	10	29	0	16	29	45	0	0	0	0	115
04:15 PM	8	19	0	27	16	0	6	22	0	18	22	40	0	1	0	1	90
04:30 PM	9	17	0	26	23	0	10	33	0	11	19	30	0	0	0	0	89
04:45 PM	16	22	0	38	15	0	6	21	0	10	29	39	0	0	0	0	98
Total	49	83	0	132	73	0	32	105	0	55	99	154	0	1	0	1	392
05:00 PM	8	13	0	21	14	0	7	21	0	12	18	30	0	0	0	0	72
05:15 PM	21	16	0	37	14	0	8	22	0	11	18	29	0	0	0	0	88
05:30 PM	13	23	0	36	19	0	6	25	0	12	29	41	0	0	0	0	102
05:45 PM	19	21	0	40	15	0	11	26	0	10	37	47	0	0	0	0	113
Total	61	73	0	134	62	0	32	94	0	45	102	147	0	0	0	0	375
Grand Total	110	156	0	266	135	0	64	199	0	100	201	301	0	1	0	1	767
Apprch %	41.4	58.6	0		67.8	0	32.2		0	33.2	66.8		0	100	0		
Total %	14.3	20.3	0	34.7	17.6	0	8.3	25.9	0	13	26.2	39.2	0	0.1	0	0.1	

	Paseo Grande Southbound				Ontario Avenue Westbound				Paseo Grande Northbound				Ontario 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	**16**	**25**	0	**41**	19	0	**10**	29	0	16	**29**	**45**	0	0	0	0	**115**
04:15 PM	8	19	0	27	16	0	6	22	0	**18**	22	40	0	**1**	0	**1**	90
04:30 PM	9	17	0	26	**23**	0	10	**33**	0	11	19	30	0	0	0	0	89
04:45 PM	16	22	0	38	15	0	6	21	0	10	29	39	0	0	0	0	98
Total Volume	49	83	0	132	73	0	32	105	0	55	99	154	0	1	0	1	392
% App. Total	37.1	62.9	0		69.5	0	30.5		0	35.7	64.3		0	100	0		
PHF	.766	.830	.000	.805	.793	.000	.800	.795	.000	.764	.853	.856	.000	.250	.000	.250	.852

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Site Code : 05123397
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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.	8	13	0	21	19	0	**10**	29	0	16	**29**	**45**	0	0	0	0
+15 mins.	**21**	16	0	37	16	0	6	22	0	**18**	22	40	0	**1**	0	**1**
+30 mins.	13	**23**	0	36	**23**	0	10	**33**	0	11	19	30	0	0	0	0
+45 mins.	19	21	0	**40**	15	0	6	21	0	10	29	39	0	0	0	0
Total Volume	61	73	0	134	73	0	32	105	0	55	99	154	0	1	0	1
% App. Total	45.5	54.5	0		69.5	0	30.5		0	35.7	64.3		0	100	0	
PHF	.726	.793	.000	.838	.793	.000	.800	.795	.000	.764	.853	.856	.000	.250	.000	.250

Location: Corona
N/S: Paseo Grande
E/W: Ontario Avenue

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Paseo Grande Pedestrians	East Leg Ontario Avenue Pedestrians	South Leg Paseo Grande Pedestrians	West Leg Ontario Avenue Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	1	0	0	0	1
7:30 AM	1	0	0	0	1
7:45 AM	7	1	0	0	8
8:00 AM	4	0	0	0	4
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	16	1	0	0	17

	North Leg Paseo Grande Pedestrians	East Leg Ontario Avenue Pedestrians	South Leg Paseo Grande Pedestrians	West Leg Ontario Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	2	0	1	0	3

Location: Corona
N/S: Paseo Grande
E/W: Ontario Avenue

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Paseo Grande			Westbound Ontario Avenue			Northbound Paseo Grande			Eastbound Ontario 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	1	0	0	0	0	1
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	1	0	0	0	0	1

	Southbound Paseo Grande			Westbound Ontario Avenue			Northbound Paseo Grande			Eastbound Ontario 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	1	0	0	0	0	0	0	1
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	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	3

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Weather: Clear

File Name : 24_COR_PG_GR AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

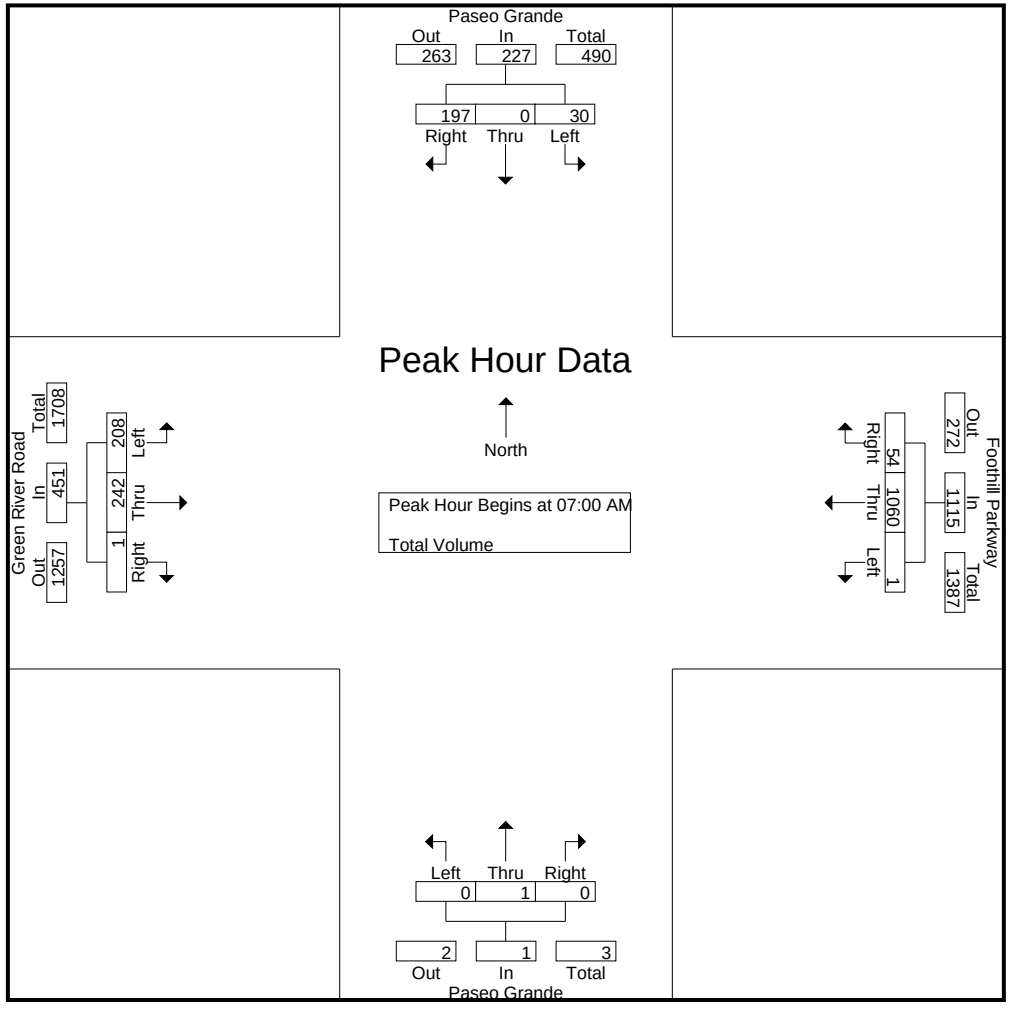
	Paseo Grande Southbound					Foothill Parkway Westbound					Paseo Grande Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	0	38	32	41	1	404	3	0	408	0	0	0	0	0	7	51	0	0	58	32	507	539
07:15 AM	6	0	60	38	66	0	275	15	7	290	0	0	0	0	0	39	54	1	0	94	45	450	495
07:30 AM	9	0	35	27	44	0	180	17	3	197	0	1	0	0	1	78	70	0	0	148	30	390	420
07:45 AM	12	0	64	46	76	0	201	19	3	220	0	0	0	0	0	84	67	0	0	151	49	447	496
Total	30	0	197	143	227	1	1060	54	13	1115	0	1	0	0	1	208	242	1	0	451	156	1794	1950
08:00 AM	11	0	49	24	60	0	220	4	1	224	0	0	0	0	0	47	78	0	0	125	25	409	434
08:15 AM	11	0	41	27	52	0	238	4	2	242	0	0	0	0	0	29	70	0	0	99	29	393	422
08:30 AM	5	1	39	25	45	0	241	8	3	249	0	0	0	0	0	20	66	0	0	86	28	380	408
08:45 AM	4	0	33	29	37	0	235	5	1	240	1	0	0	0	1	21	49	0	0	70	30	348	378
Total	31	1	162	105	194	0	934	21	7	955	1	0	0	0	1	117	263	0	0	380	112	1530	1642
Grand Total	61	1	359	248	421	1	1994	75	20	2070	1	1	0	0	2	325	505	1	0	831	268	3324	3592
Apprch %	14.5	0.2	85.3			0	96.3	3.6			50	50	0			39.1	60.8	0.1					
Total %	1.8	0	10.8		12.7	0	60	2.3		62.3	0	0	0		0.1	9.8	15.2	0		25	7.5	92.5	

	Paseo Grande Southbound				Foothill Parkway Westbound				Paseo Grande Northbound				Green River Road Eastbound				
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	0	38	41	**1**	**404**	3	**408**	0	0	0	0	7	51	0	58	**507**
07:15 AM	6	0	60	66	0	275	15	290	0	0	0	0	39	54	**1**	94	450
07:30 AM	9	0	35	44	0	180	17	197	0	**1**	0	**1**	78	**70**	0	148	390
07:45 AM	**12**	0	**64**	**76**	0	201	**19**	220	0	0	0	0	**84**	67	0	**151**	447
Total Volume	30	0	197	227	1	1060	54	1115	0	1	0	1	208	242	1	451	1794
% App. Total	13.2	0	86.8		0.1	95.1	4.8		0	100	0		46.1	53.7	0.2		
PHF	.625	.000	.770	.747	.250	.656	.711	.683	.000	.250	.000	.250	.619	.864	.250	.747	.885

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File Name : 24_COR_PG_GR AM
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	Paseo Grande Southbound				Foothill Parkway Westbound				Paseo Grande Northbound				Green River Road Eastbound				
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:																	
	07:15 AM				07:00 AM				07:00 AM				07:30 AM				
+0 mins.	6	0	60	66	**1**	**404**	3	**408**	0	0	0	0	78	70	0	148	
+15 mins.	9	0	35	44	0	275	15	290	0	0	0	0	**84**	67	0	**151**	
+30 mins.	**12**	0	**64**	**76**	0	180	17	197	0	**1**	0	**1**	47	**78**	0	125	
+45 mins.	11	0	49	60	0	201	**19**	220	0	0	0	0	29	70	0	99	
Total Volume	38	0	208	246	1	1060	54	1115	0	1	0	1	238	285	0	523	
% App. Total	15.4	0	84.6		0.1	95.1	4.8		0	100	0		45.5	54.5	0		
PHF	.792	.000	.813	.809	.250	.656	.711	.683	.000	.250	.000	.250	.708	.913	.000	.866	

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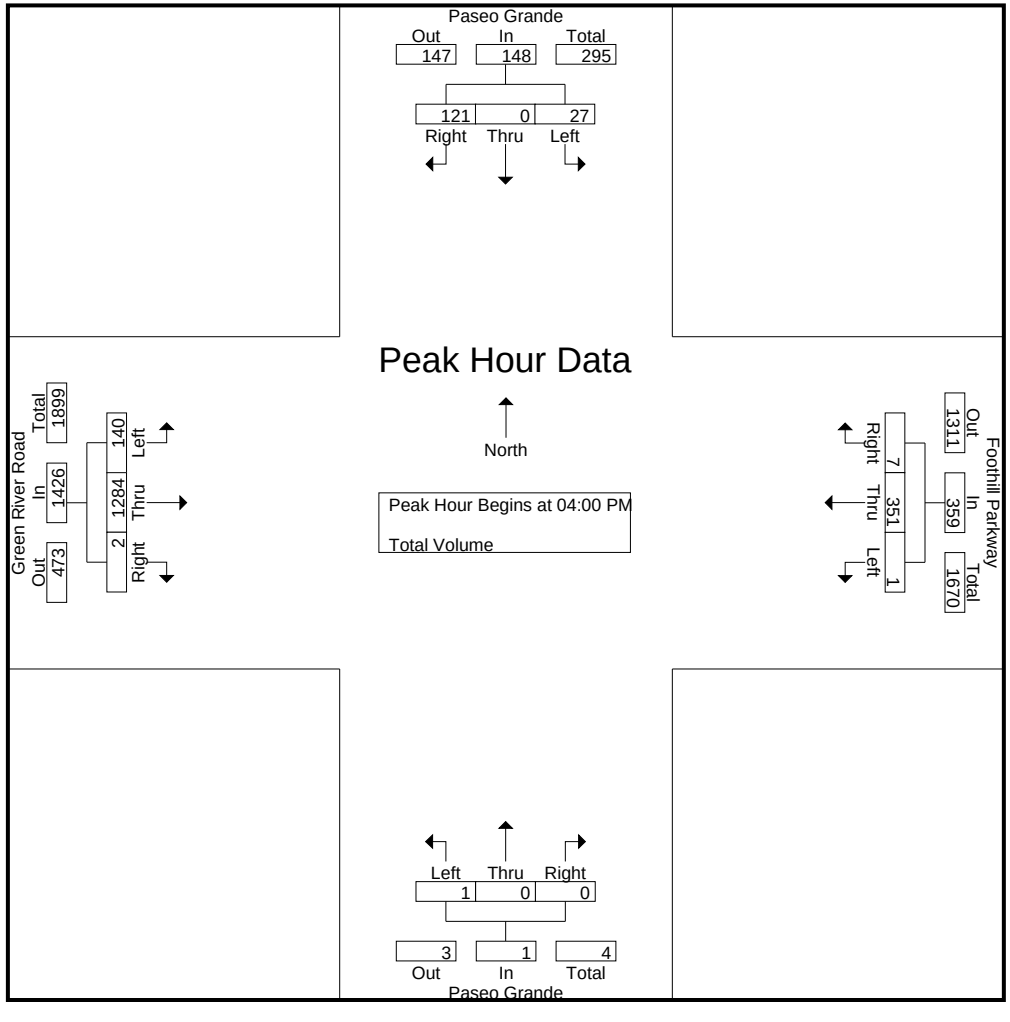
	Paseo Grande Southbound					Foothill Parkway Westbound					Paseo Grande Northbound					Green River Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	7	0	34	31	41	0	113	2	1	115	1	0	0	0	1	43	289	1	0	333	32	490	522
04:15 PM	7	0	26	25	33	0	78	1	0	79	0	0	0	0	0	40	329	0	0	369	25	481	506
04:30 PM	4	0	35	28	39	1	81	1	0	83	0	0	0	0	0	27	338	0	0	365	28	487	515
04:45 PM	9	0	26	21	35	0	79	3	0	82	0	0	0	0	0	30	328	1	0	359	21	476	497
Total	27	0	121	105	148	1	351	7	1	359	1	0	0	0	1	140	1284	2	0	1426	106	1934	2040
05:00 PM	4	0	23	20	27	0	76	1	0	77	0	0	0	0	0	29	286	0	0	315	20	419	439
05:15 PM	8	0	20	15	28	0	98	0	0	98	0	0	0	0	0	21	318	2	0	341	15	467	482
05:30 PM	3	0	35	35	38	1	81	6	1	88	0	0	0	0	0	38	322	0	0	360	36	486	522
05:45 PM	8	0	20	16	28	1	68	8	2	77	0	0	0	0	0	36	268	0	0	304	18	409	427
Total	23	0	98	86	121	2	323	15	3	340	0	0	0	0	0	124	1194	2	0	1320	89	1781	1870
Grand Total	50	0	219	191	269	3	674	22	4	699	1	0	0	0	1	264	2478	4	0	2746	195	3715	3910
Apprch %	18.6	0	81.4			0.4	96.4	3.1			100	0	0			9.6	90.2	0.1					
Total %	1.3	0	5.9		7.2	0.1	18.1	0.6		18.8	0	0	0		0	7.1	66.7	0.1		73.9	5	95	

	Paseo Grande Southbound				Foothill Parkway Westbound				Paseo Grande Northbound				Green River Road Eastbound				
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	7	0	34	**41**	0	**113**	2	**115**	**1**	0	0	**1**	**43**	289	**1**	333	**490**
04:15 PM	7	0	26	33	0	78	1	79	0	0	0	0	40	329	0	**369**	481
04:30 PM	4	0	**35**	39	**1**	81	1	83	0	0	0	0	27	**338**	0	365	487
04:45 PM	**9**	0	26	35	0	79	**3**	82	0	0	0	0	30	328	1	359	476
Total Volume	27	0	121	148	1	351	7	359	1	0	0	1	140	1284	2	1426	1934
% App. Total	18.2	0	81.8		0.3	97.8	1.9		100	0	0		9.8	90	0.1		
PHF	.750	.000	.864	.902	.250	.777	.583	.780	.250	.000	.000	.250	.814	.950	.500	.966	.987

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

City of Corona
N/S: Paseo Grande
E/W: Green River Road/Foothill Parkway
Weather: Clear

File Name : 24_COR_PG_GR PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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Corona, CA 92878
(951) 268-6268

City of Corona
N/S: Paseo Grande
E/W: Green River Road/Foothill Parkway
Weather: Clear

File Name : 24_COR_PG_GR PM
Site Code : 05123397
Start Date : 4/25/2023

	Paseo Grande Southbound				Foothill Parkway Westbound				Paseo Grande Northbound				Green River Road Eastbound				
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				04:00 PM				04:00 PM				
+0 mins.	7	0	34	**41**	0	**113**	2	**115**	**1**	0	0	**1**	**43**	289	**1**	333	
+15 mins.	7	0	26	33	0	78	1	79	0	0	0	0	40	329	0	**369**	
+30 mins.	4	0	**35**	39	**1**	81	1	83	0	0	0	0	27	**338**	0	365	
+45 mins.	**9**	0	26	35	0	79	**3**	82	0	0	0	0	30	328	1	359	
Total Volume	27	0	121	148	1	351	7	359	1	0	0	1	140	1284	2	1426	
% App. Total	18.2	0	81.8		0.3	97.8	1.9		100	0	0		9.8	90	0.1		
PHF	.750	.000	.864	.902	.250	.777	.583	.780	.250	.000	.000	.250	.814	.950	.500	.966	

Location: Corona
N/S: Paseo Grande
E/W: Green River Rd/Foothill Pkwy

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Paseo Grande	East Leg Foothill Parkway	South Leg Paseo Grande	West Leg Green River Road	
	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	1	0	0	0	1
8:00 AM	0	0	1	0	1
8:15 AM	1	1	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	2	1	2	0	5

	North Leg Paseo Grande	East Leg Foothill Parkway	South Leg Paseo Grande	West Leg Green River Road	
	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	2	0	0	0	2
5:30 PM	1	0	0	0	1
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	3	0	1	0	4

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951-268-6268

Location: Corona
N/S: Paseo Grande
E/W: Green River Rd/Foothill Pkwy

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Paseo Grande			Westbound Foothill Parkway			Northbound Paseo Grande			Eastbound Green River Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
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	0	0	0	0	0	0	2	0	2
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	2	0	0	1	0	0	4	0	7

	Southbound Paseo Grande			Westbound Foothill Parkway			Northbound Paseo Grande			Eastbound Green River Road			
	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	1	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	1	0	0	0	0	0	0	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	0	0	1	1	0	0	0	0	0	1	0	3

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City of Corona
N/S: Via Bernardo
E/W: West 6th Street
Weather: Clear

File Name : 25_COR_V Ber_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

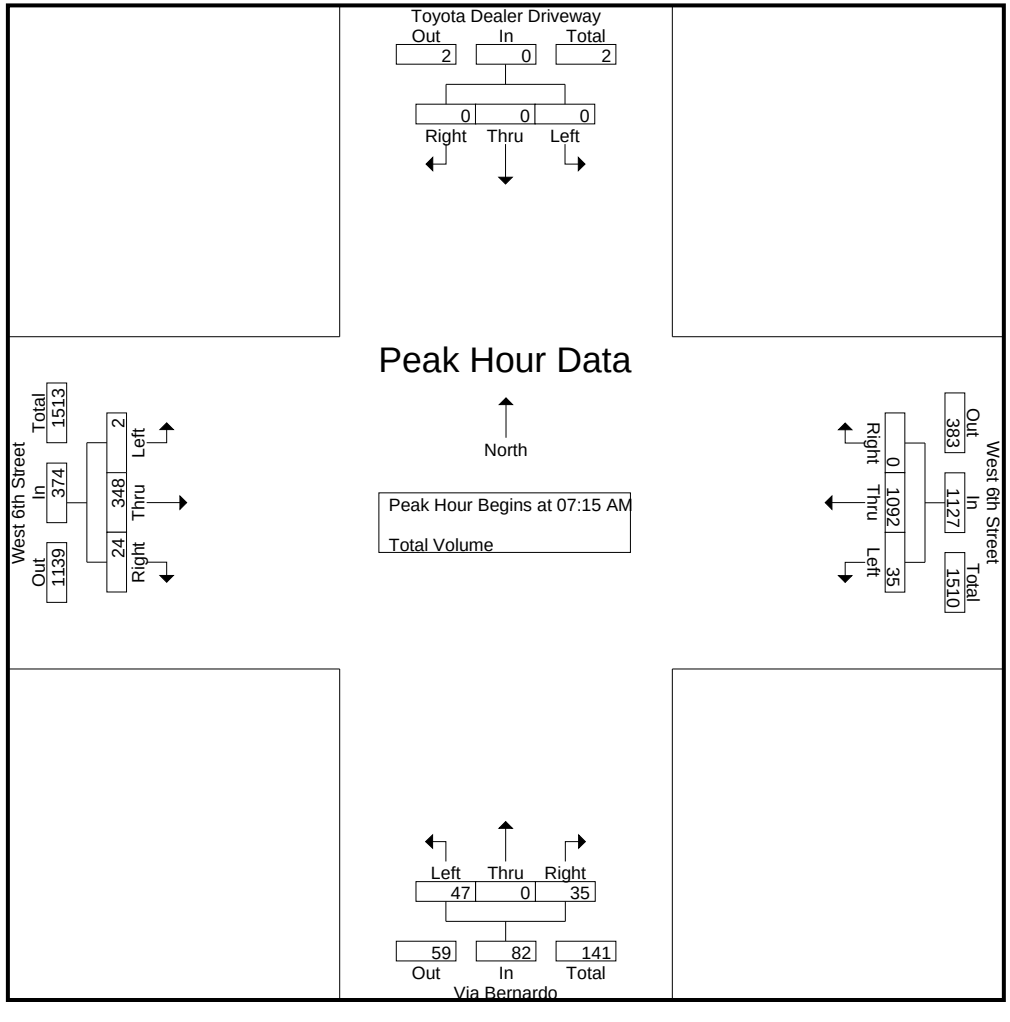
	Toyota Dealer Driveway Southbound					West 6th Street Westbound					Via Bernardo Northbound					West 6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	4	271	0	0	275	5	0	4	4	9	0	62	0	0	62	4	346	350
07:15 AM	0	0	0	0	0	9	291	0	0	300	13	0	7	4	20	1	69	7	1	77	5	397	402
07:30 AM	0	0	0	0	0	8	356	0	0	364	10	0	8	4	18	0	69	3	0	72	4	454	458
07:45 AM	0	0	0	0	0	8	235	0	0	243	10	0	9	8	19	0	84	5	0	89	8	351	359
Total	0	0	0	0	0	29	1153	0	0	1182	38	0	28	20	66	1	284	15	1	300	21	1548	1569
08:00 AM	0	0	0	0	0	10	210	0	0	220	14	0	11	9	25	1	126	9	1	136	10	381	391
08:15 AM	0	0	0	0	0	11	227	0	0	238	13	0	8	6	21	2	112	4	1	118	7	377	384
08:30 AM	0	0	0	0	0	8	231	0	0	239	14	0	5	4	19	0	78	1	0	79	4	337	341
08:45 AM	0	0	0	0	0	13	186	0	0	199	7	0	9	6	16	0	85	3	0	88	6	303	309
Total	0	0	0	0	0	42	854	0	0	896	48	0	33	25	81	3	401	17	2	421	27	1398	1425
Grand Total	0	0	0	0	0	71	2007	0	0	2078	86	0	61	45	147	4	685	32	3	721	48	2946	2994
Apprch %	0	0	0			3.4	96.6	0			58.5	0	41.5			0.6	95	4.4					
Total %	0	0	0		0	2.4	68.1	0		70.5	2.9	0	2.1		5	0.1	23.3	1.1		24.5	1.6	98.4	

	Toyota Dealer Driveway Southbound				West 6th Street Westbound				Via Bernardo Northbound				West 6th Street Eastbound				
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	0	0	0	0	9	291	0	300	13	0	7	20	**1**	69	7	77	397
07:30 AM	0	0	0	0	8	**356**	0	**364**	10	0	8	18	0	69	3	72	**454**
07:45 AM	0	0	0	0	8	235	0	243	10	0	9	19	0	84	5	89	351
08:00 AM	0	0	0	0	**10**	210	0	220	**14**	0	**11**	**25**	1	**126**	**9**	**136**	381
Total Volume	0	0	0	0	35	1092	0	1127	47	0	35	82	2	348	24	374	1583
% App. Total	0	0	0		3.1	96.9	0		57.3	0	42.7		0.5	93	6.4		
PHF	.000	.000	.000	.000	.875	.767	.000	.774	.839	.000	.795	.820	.500	.690	.667	.688	.872

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City of Corona
N/S: Via Bernardo
E/W: West 6th Street
Weather: Clear

File Name : 25_COR_V Ber_6th AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



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City of Corona
N/S: Via Bernardo
E/W: West 6th Street
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File Name : 25_COR_V Ber_6th AM
Site Code : 05123397
Start Date : 4/25/2023

	Toyota Dealer Driveway Southbound				West 6th Street Westbound				Via Bernardo Northbound				West 6th Street Eastbound				
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:																	
	07:00 AM				07:00 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	4	271	0	275	10	0	9	19	0	84	5	89	
+15 mins.	0	0	0	0	**9**	291	0	300	**14**	0	**11**	**25**	1	**126**	**9**	**136**	
+30 mins.	0	0	0	0	8	**356**	0	**364**	13	0	8	21	**2**	112	4	118	
+45 mins.	0	0	0	0	8	235	0	243	14	0	5	19	0	78	1	79	
Total Volume	0	0	0	0	29	1153	0	1182	51	0	33	84	3	400	19	422	
% App. Total	0	0	0		2.5	97.5	0		60.7	0	39.3		0.7	94.8	4.5		
PHF	.000	.000	.000	.000	.806	.810	.000	.812	.911	.000	.750	.840	.375	.794	.528	.776	

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City of Corona
N/S: Via Bernardo
E/W: West 6th Street
Weather: Clear

File Name : 25_COR_V Ber_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

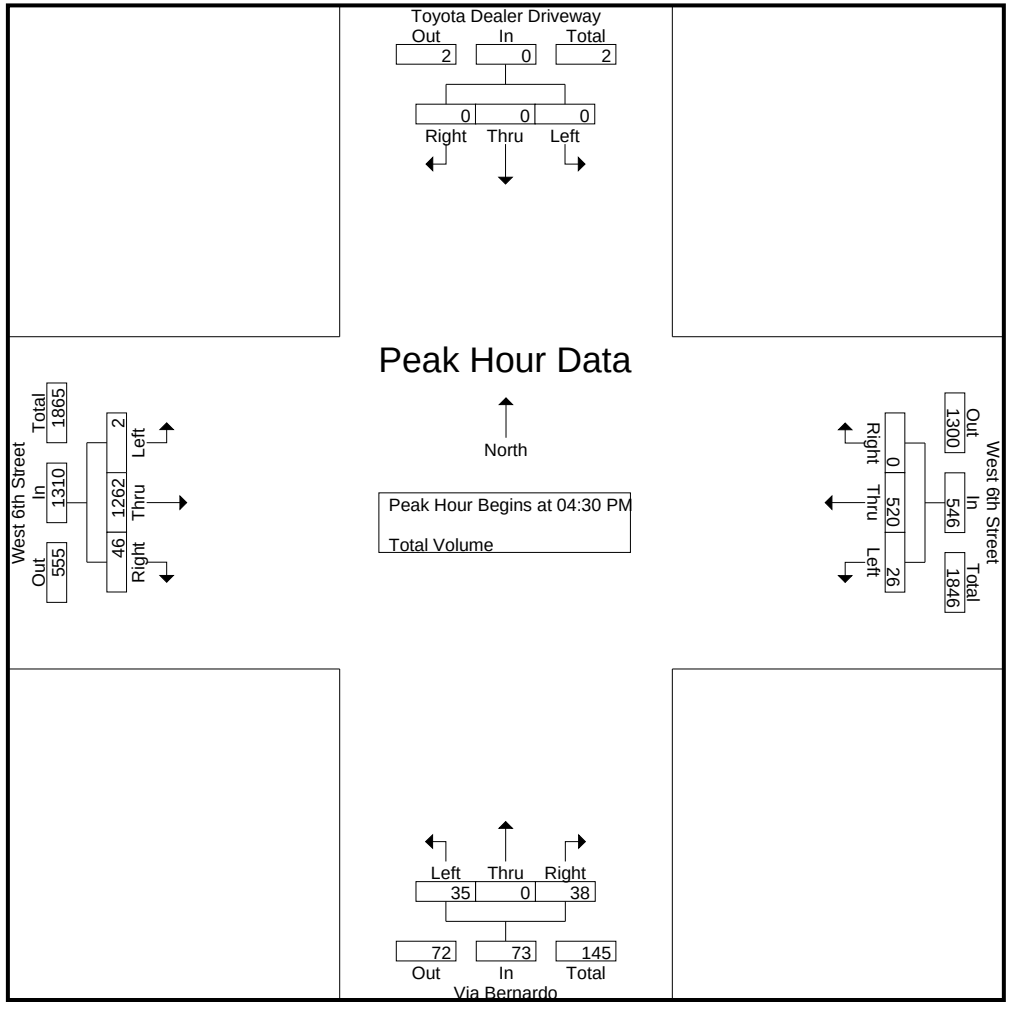
	Toyota Dealer Driveway Southbound					West 6th Street Westbound					Via Bernardo Northbound					West 6th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	3	156	0	0	159	11	0	12	7	23	0	280	10	0	290	7	472	479
04:15 PM	0	0	0	0	0	10	123	0	0	133	6	0	12	8	18	0	255	9	0	264	8	415	423
04:30 PM	0	0	0	0	0	7	140	0	0	147	11	0	8	2	19	0	340	16	3	356	5	522	527
04:45 PM	0	0	0	0	0	9	130	0	0	139	13	0	7	5	20	0	281	8	1	289	6	448	454
Total	0	0	0	0	0	29	549	0	0	578	41	0	39	22	80	0	1156	43	4	1199	26	1857	1883
05:00 PM	0	0	0	0	0	5	139	0	0	144	3	0	11	6	14	0	304	12	2	316	8	474	482
05:15 PM	0	0	0	0	0	5	111	0	0	116	8	0	12	8	20	2	337	10	2	349	10	485	495
05:30 PM	0	0	0	0	0	11	122	0	0	133	13	0	1	0	14	0	287	11	2	298	2	445	447
05:45 PM	0	0	0	0	0	1	116	0	0	117	9	0	6	3	15	0	307	9	0	316	3	448	451
Total	0	0	0	0	0	22	488	0	0	510	33	0	30	17	63	2	1235	42	6	1279	23	1852	1875
Grand Total	0	0	0	0	0	51	1037	0	0	1088	74	0	69	39	143	2	2391	85	10	2478	49	3709	3758
Apprch %	0	0	0			4.7	95.3	0			51.7	0	48.3			0.1	96.5	3.4					
Total %	0	0	0		0	1.4	28	0		29.3	2	0	1.9		3.9	0.1	64.5	2.3		66.8	1.3	98.7	

	Toyota Dealer Driveway Southbound				West 6th Street Westbound				Via Bernardo Northbound				West 6th Street Eastbound				
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	0	0	0	0	7	**140**	0	**147**	11	0	8	19	0	**340**	**16**	**356**	**522**
04:45 PM	0	0	0	0	**9**	130	0	139	**13**	0	7	**20**	0	281	8	289	448
05:00 PM	0	0	0	0	5	139	0	144	3	0	11	14	0	304	12	316	474
05:15 PM	0	0	0	0	5	111	0	116	8	0	**12**	20	**2**	337	10	349	485
Total Volume	0	0	0	0	26	520	0	546	35	0	38	73	2	1262	46	1310	1929
% App. Total	0	0	0		4.8	95.2	0		47.9	0	52.1		0.2	96.3	3.5		
PHF	.000	.000	.000	.000	.722	.929	.000	.929	.673	.000	.792	.913	.250	.928	.719	.920	.924

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(951) 268-6268

City of Corona
N/S: Via Bernardo
E/W: West 6th Street
Weather: Clear

File Name : 25_COR_V Ber_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 2



Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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City of Corona
N/S: Via Bernardo
E/W: West 6th Street
Weather: Clear

File Name : 25_COR_V Ber_6th PM
Site Code : 05123397
Start Date : 4/25/2023

	Toyota Dealer Driveway Southbound				West 6th Street Westbound				Via Bernardo Northbound				West 6th Street Eastbound				
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				04:00 PM				04:30 PM				
+0 mins.	0	0	0	0	3	**156**	0	**159**	11	0	**12**	**23**	0	**340**	**16**	**356**	
+15 mins.	0	0	0	0	**10**	123	0	133	6	0	12	18	0	281	8	289	
+30 mins.	0	0	0	0	7	140	0	147	11	0	8	19	0	304	12	316	
+45 mins.	0	0	0	0	9	130	0	139	**13**	0	7	20	**2**	337	10	349	
Total Volume	0	0	0	0	29	549	0	578	41	0	39	80	2	1262	46	1310	
% App. Total	0	0	0		5	95	0		51.2	0	48.8		0.2	96.3	3.5		
PHF	.000	.000	.000	.000	.725	.880	.000	.909	.788	.000	.813	.870	.250	.928	.719	.920	

Location: Corona
N/S: Via Bernardo
E/W: West 6th Street

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Toyota Dealer Driveway	East Leg West 6th Street	South Leg Via Bernardo	West Leg West 6th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	1	3
7:15 AM	0	0	1	0	1
7:30 AM	0	0	6	0	6
7:45 AM	0	0	0	0	0
8:00 AM	0	0	4	1	5
8:15 AM	0	0	4	1	5
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	18	3	21

	North Leg Toyota Dealer Driveway	East Leg West 6th Street	South Leg Via Bernardo	West Leg West 6th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	2	0	2
4:30 PM	0	0	2	1	3
4:45 PM	0	0	3	0	3
5:00 PM	0	0	5	1	6
5:15 PM	0	0	1	0	1
5:30 PM	0	0	6	0	6
5:45 PM	0	0	3	0	3
TOTAL VOLUMES:	0	0	22	3	25

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PO Box 1178
Corona, CA 92878
951-268-6268

Location: Corona
N/S: Via Bernardo
E/W: West 6th Street

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Toyota Dealer Driveway			Westbound West 6th Street			Northbound Via Bernardo			Eastbound West 6th Street			
	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	1	0	0	0	0	0	0	0	1
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	1	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

	Southbound Toyota Dealer Driveway			Westbound West 6th Street			Northbound Via Bernardo			Eastbound West 6th Street			
	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	1	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	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	5	0	8

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(951) 268-6268

County of Riverside
N/S: Via Bernardo
E/W: Via Santiago
Weather: Clear

File Name : 26_CRV_V Ber_V San AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

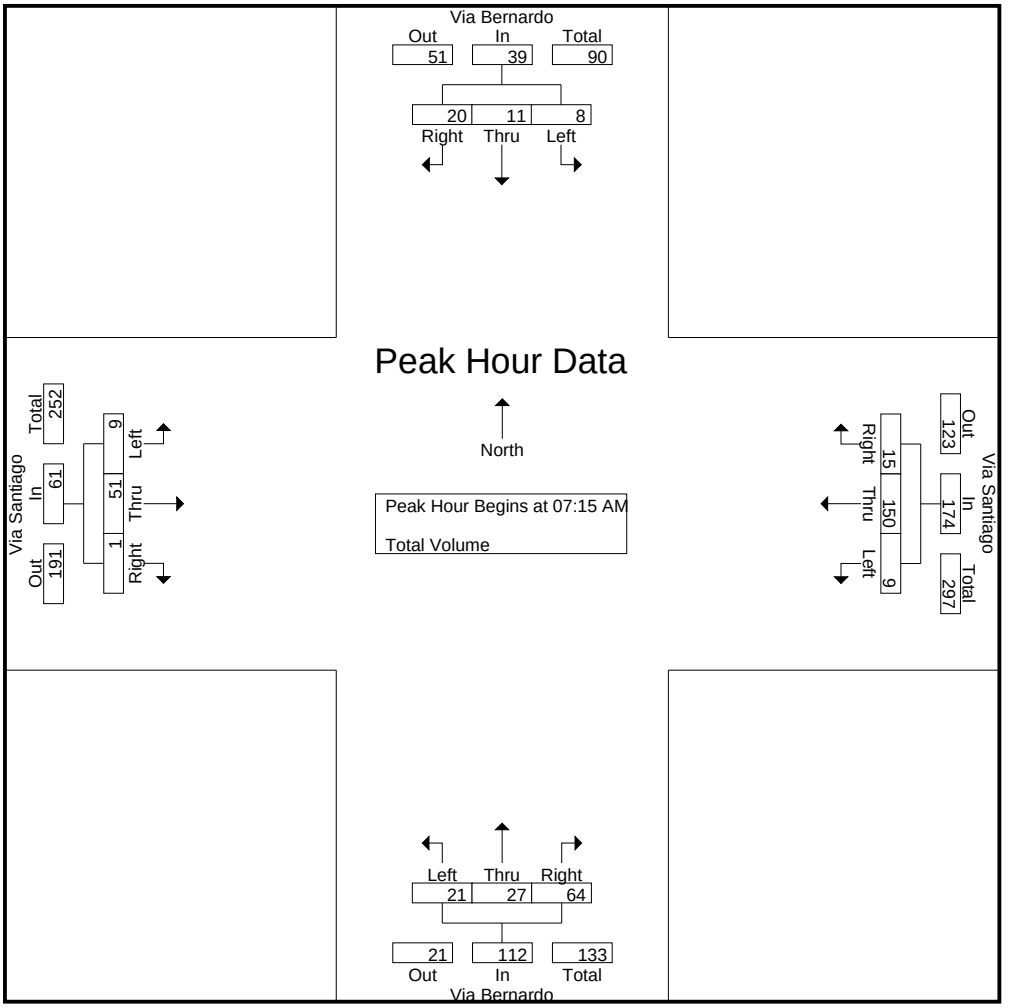
	Via Bernardo Southbound				Via Santiago Westbound				Via Bernardo Northbound				Via Santiago Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	41	0	42	0	7	0	7	2	4	0	6	56
07:15 AM	3	2	5	10	2	34	2	38	6	3	0	9	1	9	0	10	67
07:30 AM	3	3	5	11	1	48	5	54	5	4	19	28	2	12	0	14	107
07:45 AM	1	5	5	11	4	41	5	50	9	16	22	47	3	10	0	13	121
Total	7	11	15	33	8	164	12	184	20	30	41	91	8	35	0	43	351
08:00 AM	1	1	5	7	2	27	3	32	1	4	23	28	3	20	1	24	91
08:15 AM	2	2	0	4	1	27	3	31	2	8	1	11	4	14	2	20	66
08:30 AM	1	6	1	8	3	21	2	26	1	6	1	8	0	8	0	8	50
08:45 AM	0	2	3	5	0	23	7	30	3	5	3	11	1	7	1	9	55
Total	4	11	9	24	6	98	15	119	7	23	28	58	8	49	4	61	262
Grand Total	11	22	24	57	14	262	27	303	27	53	69	149	16	84	4	104	613
Apprch %	19.3	38.6	42.1		4.6	86.5	8.9		18.1	35.6	46.3		15.4	80.8	3.8		
Total %	1.8	3.6	3.9	9.3	2.3	42.7	4.4	49.4	4.4	8.6	11.3	24.3	2.6	13.7	0.7	17	

	Via Bernardo Southbound				Via Santiago Westbound				Via Bernardo Northbound				Via Santiago Eastbound				
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**	2	**5**	10	2	34	2	38	6	3	0	9	1	9	0	10	67
07:30 AM	3	3	5	**11**	1	**48**	**5**	**54**	5	4	19	28	2	12	0	14	107
07:45 AM	1	**5**	5	11	**4**	41	5	50	**9**	**16**	22	**47**	**3**	10	0	13	**121**
08:00 AM	1	1	5	7	2	27	3	32	1	4	**23**	28	3	**20**	**1**	**24**	91
Total Volume	8	11	20	39	9	150	15	174	21	27	64	112	9	51	1	61	386
% App. Total	20.5	28.2	51.3		5.2	86.2	8.6		18.8	24.1	57.1		14.8	83.6	1.6		
PHF	.667	.550	1.00	.886	.563	.781	.750	.806	.583	.422	.696	.596	.750	.638	.250	.635	.798

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County of Riverside
N/S: Via Bernardo
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Weather: Clear

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Site Code : 05123397
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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				07:30 AM				07:30 AM			
+0 mins.	**3**	2	**5**	10	1	41	0	42	5	4	19	28	2	12	0	14
+15 mins.	3	3	5	**11**	2	34	2	38	**9**	**16**	22	**47**	3	10	0	13
+30 mins.	1	**5**	5	11	1	**48**	**5**	**54**	1	4	**23**	28	3	**20**	1	**24**
+45 mins.	1	1	5	7	**4**	41	5	50	2	8	1	11	**4**	14	**2**	20
Total Volume	8	11	20	39	8	164	12	184	17	32	65	114	12	56	3	71
% App. Total	20.5	28.2	51.3		4.3	89.1	6.5		14.9	28.1	57		16.9	78.9	4.2	
PHF	.667	.550	1.000	.886	.500	.854	.600	.852	.472	.500	.707	.606	.750	.700	.375	.740

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N/S: Via Bernardo
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Weather: Clear

File Name : 26_CRV_V Ber_V San PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

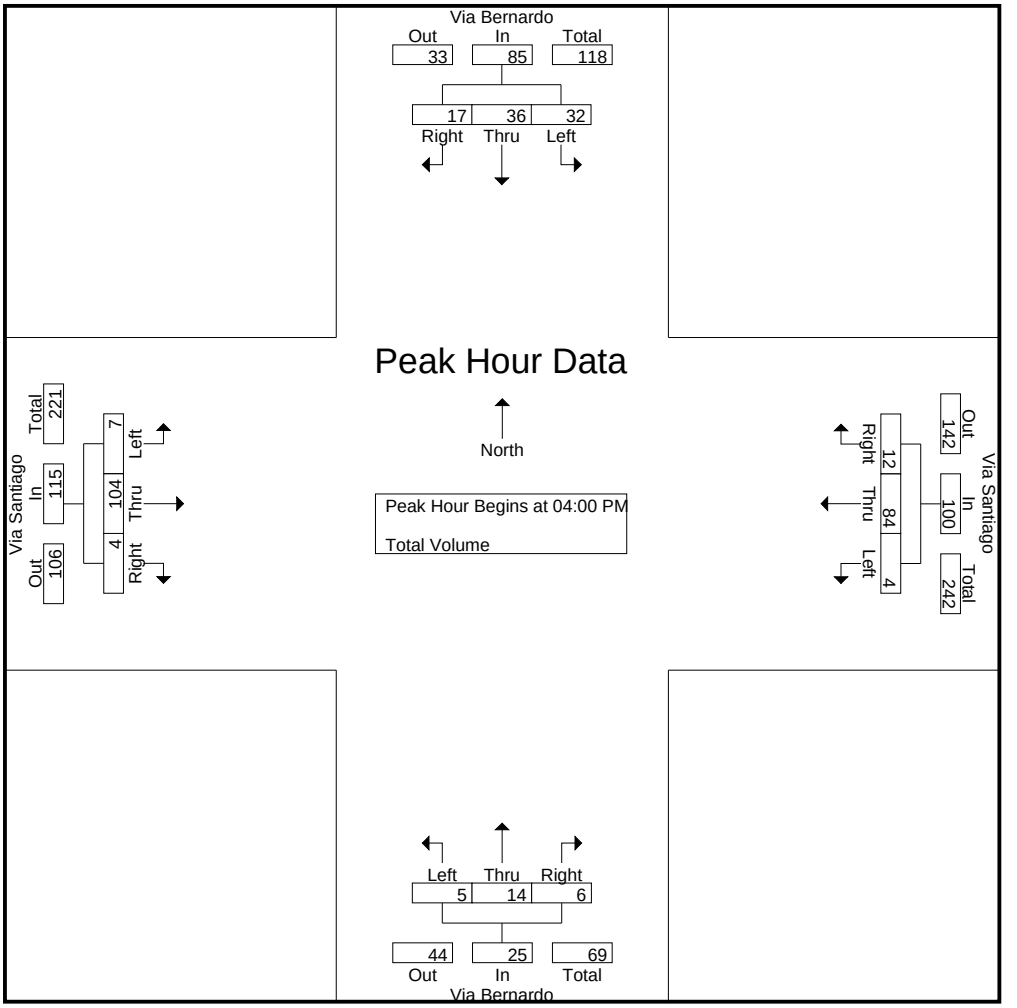
	Via Bernardo Southbound				Via Santiago Westbound				Via Bernardo Northbound				Via Santiago Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	15	3	25	1	21	5	27	0	5	3	8	1	28	0	29	89
04:15 PM	10	8	5	23	0	22	3	25	4	3	0	7	0	24	0	24	79
04:30 PM	4	6	5	15	1	18	1	20	0	3	2	5	4	24	3	31	71
04:45 PM	11	7	4	22	2	23	3	28	1	3	1	5	2	28	1	31	86
Total	32	36	17	85	4	84	12	100	5	14	6	25	7	104	4	115	325
05:00 PM	7	10	3	20	2	11	3	16	1	7	2	10	1	24	2	27	73
05:15 PM	11	3	3	17	2	14	1	17	0	3	3	6	2	23	1	26	66
05:30 PM	8	8	5	21	2	13	1	16	2	4	2	8	4	20	1	25	70
05:45 PM	8	8	2	18	1	15	3	19	0	2	7	9	4	25	1	30	76
Total	34	29	13	76	7	53	8	68	3	16	14	33	11	92	5	108	285
Grand Total	66	65	30	161	11	137	20	168	8	30	20	58	18	196	9	223	610
Apprch %	41	40.4	18.6		6.5	81.5	11.9		13.8	51.7	34.5		8.1	87.9	4		
Total %	10.8	10.7	4.9	26.4	1.8	22.5	3.3	27.5	1.3	4.9	3.3	9.5	3	32.1	1.5	36.6	

	Via Bernardo Southbound				Via Santiago Westbound				Via Bernardo Northbound				Via Santiago Eastbound				
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	7	**15**	3	**25**	1	21	**5**	27	0	**5**	**3**	**8**	1	**28**	0	29	**89**
04:15 PM	10	8	**5**	23	0	22	3	25	**4**	3	0	7	0	24	0	24	79
04:30 PM	4	6	5	15	1	18	1	20	0	3	2	5	**4**	24	**3**	**31**	71
04:45 PM	**11**	7	4	22	**2**	**23**	3	**28**	1	3	1	5	2	28	1	31	86
Total Volume	32	36	17	85	4	84	12	100	5	14	6	25	7	104	4	115	325
% App. Total	37.6	42.4	20		4	84	12		20	56	24		6.1	90.4	3.5		
PHF	.727	.600	.850	.850	.500	.913	.600	.893	.313	.700	.500	.781	.438	.929	.333	.927	.913

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Weather: Clear

File Name : 26_CRV_V Ber_V San PM
Site Code : 05123397
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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				05:00 PM				04:00 PM			
+0 mins.	7	**15**	3	**25**	1	21	**5**	27	1	**7**	2	**10**	1	**28**	0	29
+15 mins.	10	8	**5**	23	0	22	3	25	0	3	3	6	0	24	0	24
+30 mins.	4	6	5	15	1	18	1	20	**2**	4	2	8	**4**	24	**3**	**31**
+45 mins.	**11**	7	4	22	**2**	**23**	3	**28**	0	2	**7**	9	2	28	1	31
Total Volume	32	36	17	85	4	84	12	100	3	16	14	33	7	104	4	115
% App. Total	37.6	42.4	20		4	84	12		9.1	48.5	42.4		6.1	90.4	3.5	
PHF	.727	.600	.850	.850	.500	.913	.600	.893	.375	.571	.500	.825	.438	.929	.333	.927

Location: County of Riverside
N/S: Via Bernardo
E/W: Via Santiago

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Via Bernardo	East Leg Via Santiago	South Leg Via Bernardo	West Leg Via Santiago	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	1	1	0	2
7:45 AM	4	0	0	0	4
8:00 AM	0	1	0	0	1
8:15 AM	2	0	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	10	2	1	0	13

	North Leg Via Bernardo	East Leg Via Santiago	South Leg Via Bernardo	West Leg Via Santiago	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	1	0	3
4:15 PM	1	0	2	2	5
4:30 PM	0	1	0	1	2
4:45 PM	4	0	0	1	5
5:00 PM	1	0	2	0	3
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	8	2	6	4	20

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Location: County of Riverside
N/S: Via Bernardo
E/W: Via Santiago

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Via Bernardo			Westbound Via Santiago			Northbound Via Bernardo			Eastbound Via Santiago			
	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 Via Bernardo			Westbound Via Santiago			Northbound Via Bernardo			Eastbound Via Santiago			
	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	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0
TOTAL VOLUMES:	1	0	1	0	2	0	0	1	0	0	0	0	5

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County of Riverside
N/S: Via Bernardo
E/W: Via Del Rio
Weather: Clear

File Name : 27_CRV_V Ber_VDR AM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- Total Volume

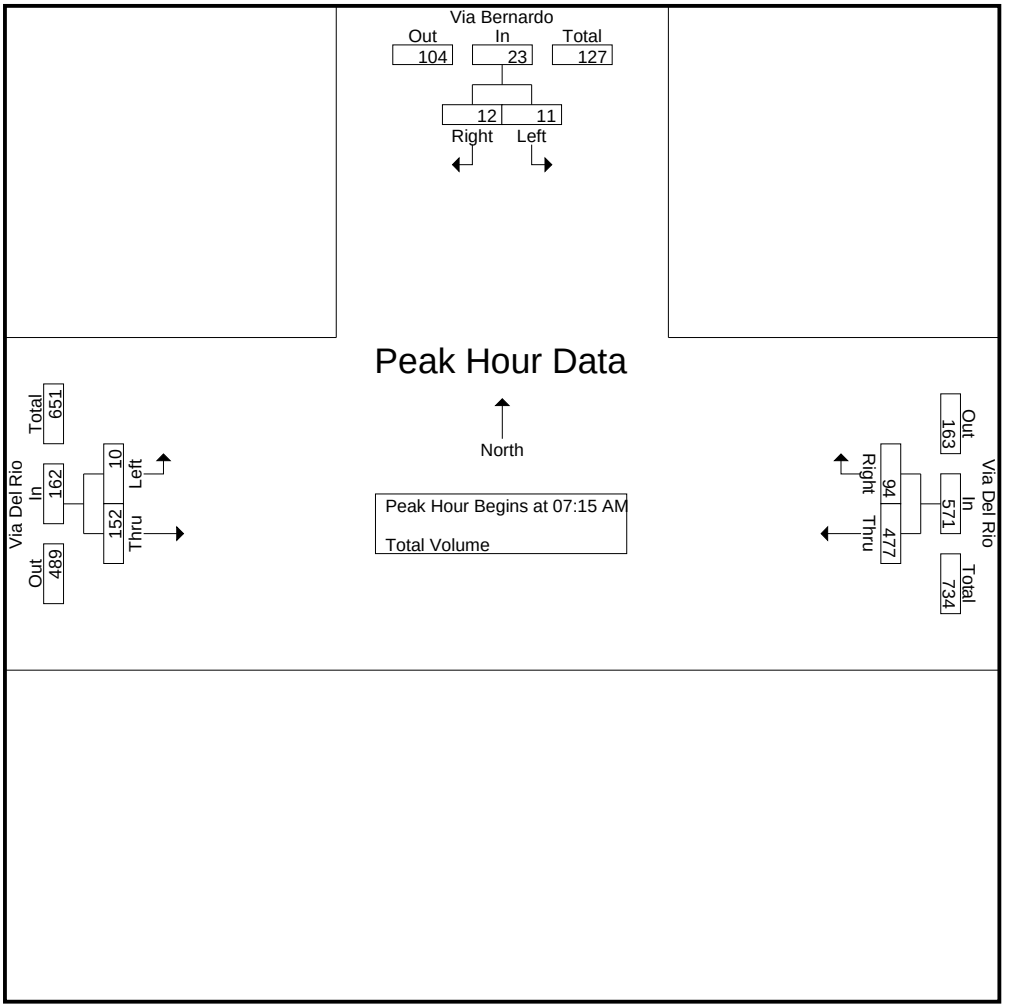
	Via Bernardo Southbound			Via Del Rio Westbound			Via Del Rio Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	2	2	118	3	121	0	19	19	142
07:15 AM	2	4	6	139	1	140	0	19	19	165
07:30 AM	2	4	6	129	28	157	3	36	39	202
07:45 AM	5	3	8	120	51	171	4	48	52	231
Total	9	13	22	506	83	589	7	122	129	740
08:00 AM	2	1	3	89	14	103	3	49	52	158
08:15 AM	1	0	1	102	6	108	0	31	31	140
08:30 AM	3	0	3	88	9	97	1	19	20	120
08:45 AM	0	0	0	90	7	97	0	22	22	119
Total	6	1	7	369	36	405	4	121	125	537
Grand Total	15	14	29	875	119	994	11	243	254	1277
Apprch %	51.7	48.3		88	12		4.3	95.7		
Total %	1.2	1.1	2.3	68.5	9.3	77.8	0.9	19	19.9	

	Via Bernardo Southbound			Via Del Rio Westbound			Via Del Rio Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**4**	6	**139**	1	140	0	19	19	165
07:30 AM	2	4	6	129	28	157	3	36	39	202
07:45 AM	**5**	3	**8**	120	**51**	**171**	**4**	48	**52**	**231**
08:00 AM	2	1	3	89	14	103	3	**49**	52	158
Total Volume	11	12	23	477	94	571	10	152	162	756
% App. Total	47.8	52.2		83.5	16.5		6.2	93.8		
PHF	.550	.750	.719	.858	.461	.835	.625	.776	.779	.818

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File Name : 27_CRV_V Ber_VDR AM
Site Code : 05123397
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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			07:30 AM		
+0 mins.	2	**4**	6	118	3	121	3	36	39
+15 mins.	2	4	6	**139**	1	140	**4**	48	**52**
+30 mins.	**5**	3	**8**	129	28	157	3	**49**	52
+45 mins.	2	1	3	120	**51**	**171**	0	31	31
Total Volume	11	12	23	506	83	589	10	164	174
% App. Total	47.8	52.2		85.9	14.1		5.7	94.3	
PHF	.550	.750	.719	.910	.407	.861	.625	.837	.837

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County of Riverside
N/S: Via Bernardo
E/W: Via Del Rio
Weather: Clear

File Name : 27_CRV_V Ber_VDR PM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- Total Volume

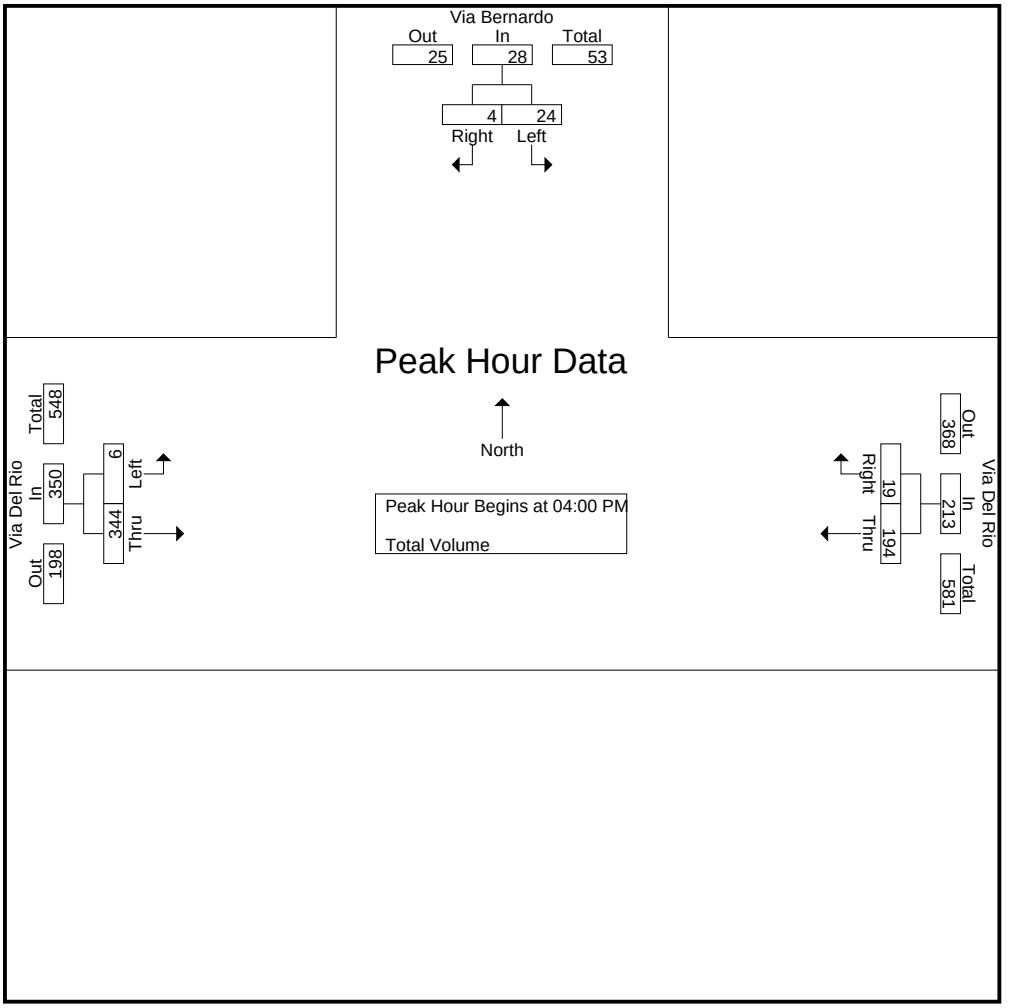
	Via Bernardo Southbound			Via Del Rio Westbound			Via Del Rio Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	4	2	6	61	9	70	1	91	92	168
04:15 PM	7	2	9	50	4	54	2	75	77	140
04:30 PM	6	0	6	46	2	48	3	83	86	140
04:45 PM	7	0	7	37	4	41	0	95	95	143
Total	24	4	28	194	19	213	6	344	350	591
05:00 PM	10	2	12	37	3	40	2	89	91	143
05:15 PM	3	1	4	41	1	42	0	95	95	141
05:30 PM	7	3	10	46	3	49	1	87	88	147
05:45 PM	6	3	9	30	4	34	1	99	100	143
Total	26	9	35	154	11	165	4	370	374	574
Grand Total	50	13	63	348	30	378	10	714	724	1165
Apprch %	79.4	20.6		92.1	7.9		1.4	98.6		
Total %	4.3	1.1	5.4	29.9	2.6	32.4	0.9	61.3	62.1	

	Via Bernardo Southbound			Via Del Rio Westbound			Via Del Rio Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**2**	6	**61**	**9**	**70**	1	91	92	**168**
04:15 PM	**7**	2	**9**	50	4	54	2	75	77	140
04:30 PM	6	0	6	46	2	48	**3**	83	86	140
04:45 PM	7	0	7	37	4	41	0	**95**	**95**	143
Total Volume	24	4	28	194	19	213	6	344	350	591
% App. Total	85.7	14.3		91.1	8.9		1.7	98.3		
PHF	.857	.500	.778	.795	.528	.761	.500	.905	.921	.879

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County of Riverside
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Weather: Clear

File Name : 27_CRV_V Ber_VDR PM
Site Code : 05123397
Start Date : 4/25/2023
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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			05:00 PM		
+0 mins.	**10**	2	**12**	**61**	**9**	**70**	**2**	89	91
+15 mins.	3	1	4	50	4	54	0	95	95
+30 mins.	7	**3**	10	46	2	48	1	87	88
+45 mins.	6	3	9	37	4	41	1	**99**	**100**
Total Volume	26	9	35	194	19	213	4	370	374
% App. Total	74.3	25.7		91.1	8.9		1.1	98.9	
PHF	.650	.750	.729	.795	.528	.761	.500	.934	.935

Location: County of Riverside
N/S: Via Bernardo
E/W: Via Del Rio

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Via Bernardo	East Leg Via Del Rio	South Leg Dead End	West Leg Via Del Rio	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	4	0	0	0	4
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
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:	6	0	0	0	6

	North Leg Via Bernardo	East Leg Via Del Rio	South Leg Dead End	West Leg Via Del Rio	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	2	0	0	0	2
4:30 PM	4	0	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
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:	10	0	0	0	10

Location: County of Riverside
N/S: Via Bernardo
E/W: Via Del Rio

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Via Bernardo			Westbound Via Del Rio			Northbound Dead End			Eastbound Via Del Rio			
	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	1	0	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	1	0	0	0	0	0	0	2

	Southbound Via Bernardo			Westbound Via Del Rio			Northbound Dead End			Eastbound Via Del Rio			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
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:	0	0	1	0	1	2	0	0	0	0	3	0	7

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City of Corona
N/S: Kirkwood Drive
E/W: Via Del Rio
Weather: Clear

File Name : 28_COR_Kirk_VDR AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

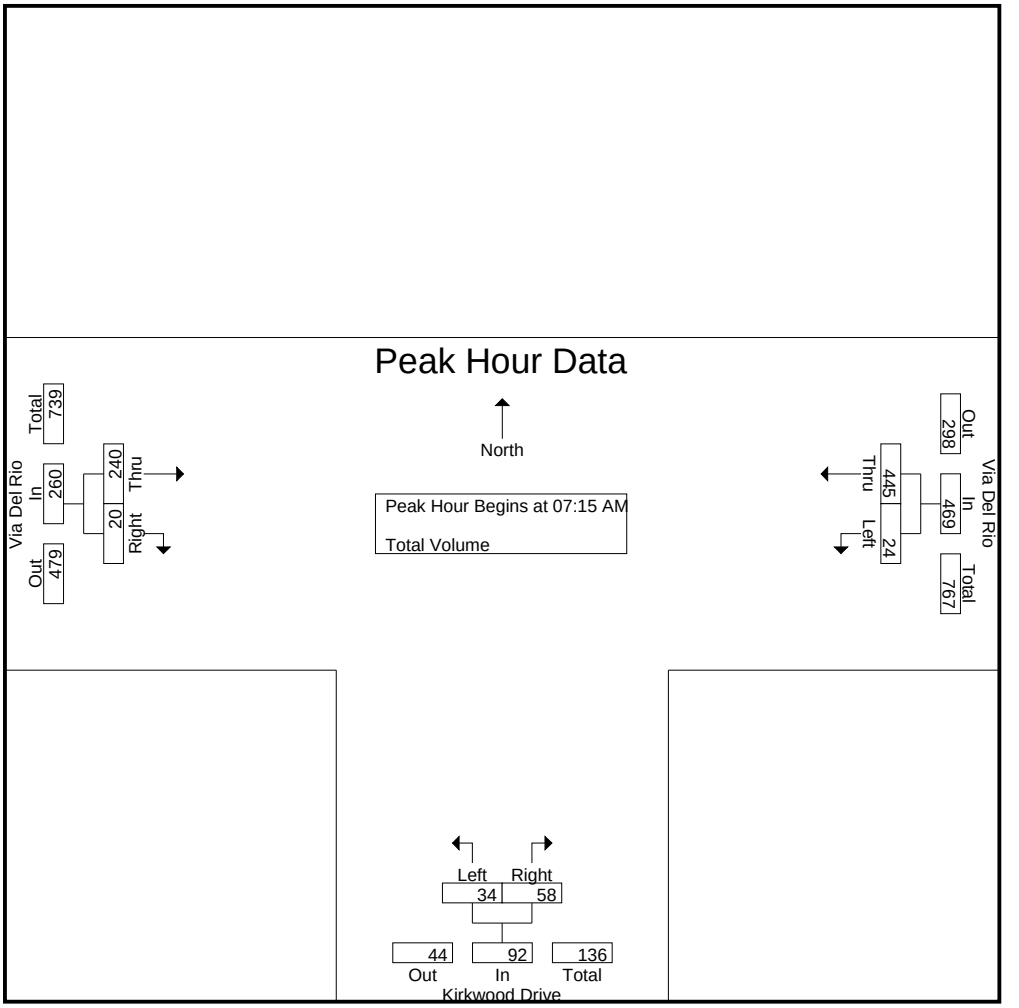
	Via Del Rio Westbound			Kirkwood Drive Northbound			Via Del Rio Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	111	111	8	4	12	20	0	20	143
07:15 AM	3	129	132	7	10	17	22	0	22	171
07:30 AM	7	130	137	8	12	20	65	3	68	225
07:45 AM	10	101	111	12	17	29	82	12	94	234
Total	20	471	491	35	43	78	189	15	204	773
08:00 AM	4	85	89	7	19	26	71	5	76	191
08:15 AM	9	103	112	7	16	23	28	6	34	169
08:30 AM	8	91	99	7	9	16	22	1	23	138
08:45 AM	9	76	85	6	3	9	28	3	31	125
Total	30	355	385	27	47	74	149	15	164	623
Grand Total	50	826	876	62	90	152	338	30	368	1396
Apprch %	5.7	94.3		40.8	59.2		91.8	8.2		
Total %	3.6	59.2	62.8	4.4	6.4	10.9	24.2	2.1	26.4	

	Via Del Rio Westbound			Kirkwood Drive Northbound			Via Del Rio Eastbound			
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 07:15 AM										
07:15 AM	3	129	132	7	10	17	22	0	22	171
07:30 AM	7	**130**	**137**	8	12	20	65	3	68	225
07:45 AM	**10**	101	111	**12**	17	**29**	**82**	**12**	**94**	**234**
08:00 AM	4	85	89	7	**19**	26	71	5	76	191
Total Volume	24	445	469	34	58	92	240	20	260	821
% App. Total	5.1	94.9		37	63		92.3	7.7		
PHF	.600	.856	.856	.708	.763	.793	.732	.417	.691	.877

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City of Corona
N/S: Kirkwood Drive
E/W: Via Del Rio
Weather: Clear

File Name : 28_COR_Kirk_VDR AM
Site Code : 05123397
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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			07:30 AM			07:30 AM		
+0 mins.	0	111	111	8	12	20	65	3	68
+15 mins.	3	129	132	**12**	17	**29**	**82**	**12**	**94**
+30 mins.	7	**130**	**137**	7	**19**	26	71	5	76
+45 mins.	**10**	101	111	7	16	23	28	6	34
Total Volume	20	471	491	34	64	98	246	26	272
% App. Total	4.1	95.9		34.7	65.3		90.4	9.6	
PHF	.500	.906	.896	.708	.842	.845	.750	.542	.723

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City of Corona
N/S: Kirkwood Drive
E/W: Via Del Rio
Weather: Clear

File Name : 28_COR_Kirk_VDR PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

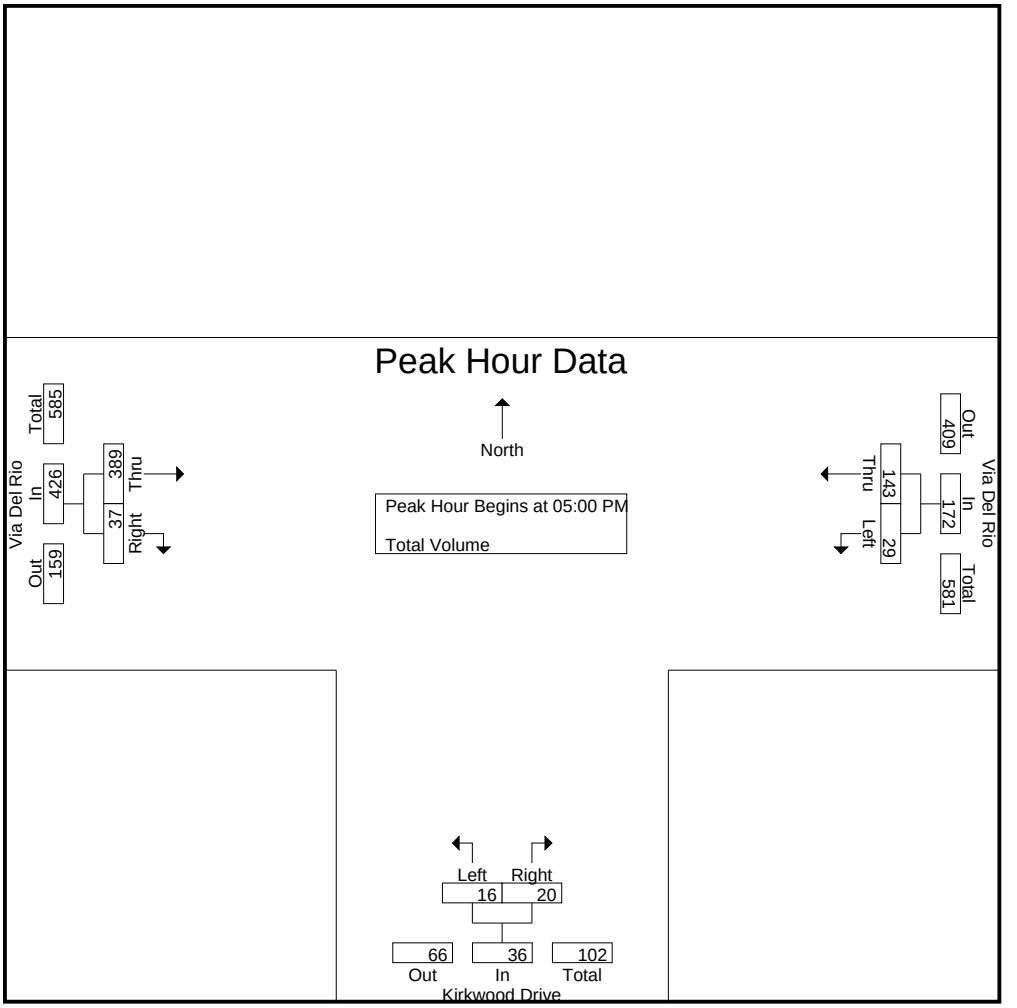
	Via Del Rio Westbound			Kirkwood Drive Northbound			Via Del Rio Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	5	66	71	4	5	9	90	10	100	180
04:15 PM	4	43	47	9	1	10	71	8	79	136
04:30 PM	4	40	44	3	5	8	85	9	94	146
04:45 PM	4	39	43	4	4	8	97	7	104	155
Total	17	188	205	20	15	35	343	34	377	617
05:00 PM	8	36	44	5	4	9	98	8	106	159
05:15 PM	1	41	42	3	3	6	99	10	109	157
05:30 PM	6	43	49	3	4	7	81	10	91	147
05:45 PM	14	23	37	5	9	14	111	9	120	171
Total	29	143	172	16	20	36	389	37	426	634
Grand Total	46	331	377	36	35	71	732	71	803	1251
Apprch %	12.2	87.8		50.7	49.3		91.2	8.8		
Total %	3.7	26.5	30.1	2.9	2.8	5.7	58.5	5.7	64.2	

	Via Del Rio Westbound			Kirkwood Drive Northbound			Via Del Rio Eastbound			
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 05:00 PM										
05:00 PM	8	36	44	**5**	4	9	98	8	106	159
05:15 PM	1	41	42	3	3	6	99	**10**	109	157
05:30 PM	6	**43**	**49**	3	4	7	81	10	91	147
05:45 PM	**14**	23	37	5	**9**	**14**	**111**	9	**120**	**171**
Total Volume	29	143	172	16	20	36	389	37	426	634
% App. Total	16.9	83.1		44.4	55.6		91.3	8.7		
PHF	.518	.831	.878	.800	.556	.643	.876	.925	.888	.927

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City of Corona
N/S: Kirkwood Drive
E/W: Via Del Rio
Weather: Clear

File Name : 28_COR_Kirk_VDR PM
Site Code : 05123397
Start Date : 4/25/2023
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:

	04:00 PM			05:00 PM			05:00 PM		
+0 mins.	**5**	**66**	**71**	**5**	4	9	98	8	106
+15 mins.	4	43	47	3	3	6	99	**10**	109
+30 mins.	4	40	44	3	4	7	81	10	91
+45 mins.	4	39	43	5	**9**	**14**	**111**	9	**120**
Total Volume	17	188	205	16	20	36	389	37	426
% App. Total	8.3	91.7		44.4	55.6		91.3	8.7	
PHF	.850	.712	.722	.800	.556	.643	.876	.925	.888

Location: Corona
N/S: Kirkwood Drive
E/W: Via Del Rio

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Kirkwood Drive	East Leg Via Del Rio	South Leg Kirkwood Drive	West Leg Via Del Rio	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	7	3	0	10
7:45 AM	0	14	3	0	17
8:00 AM	0	9	1	0	10
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	31	7	0	38

	North Leg Kirkwood Drive	East Leg Via Del Rio	South Leg Kirkwood Drive	West Leg Via Del Rio	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1
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	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

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Location: Corona
N/S: Kirkwood Drive
E/W: Via Del Rio

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Kirkwood Drive			Westbound Via Del Rio			Northbound Kirkwood Drive			Eastbound Via Del Rio			
	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	1	0	0	0	0	1	0	0	0	2
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	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	1	0	0	1	3

	Southbound Kirkwood Drive			Westbound Via Del Rio			Northbound Kirkwood Drive			Eastbound Via Del Rio			
	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	1	0	1
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	1	0	0	0	0	0	1	0	2

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City of Corona
N/S: Avenida Del Vista
E/W: 6th Street
Weather: Clear

File Name : 29_COR_AdV_6th AM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- Total Volume

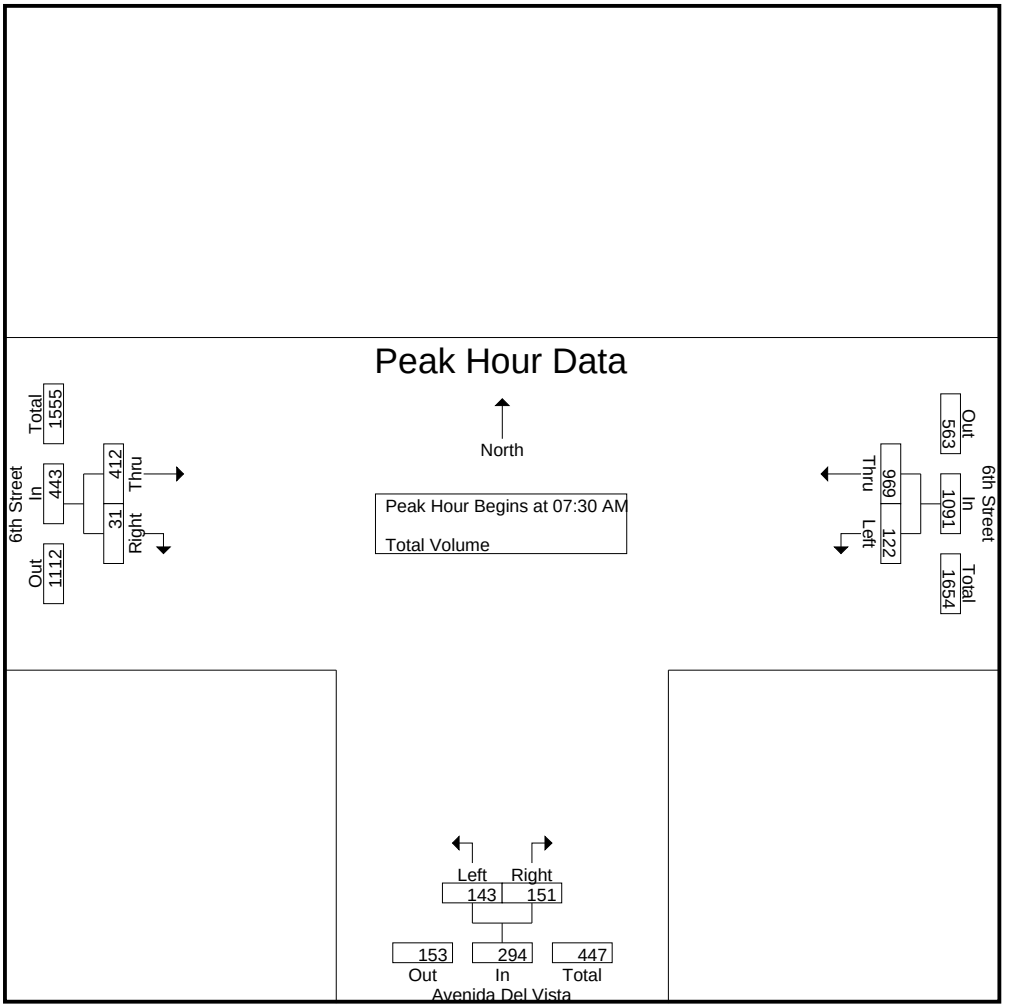
	6th Street Westbound			Avenida Del Vista Northbound				6th Street Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	16	251	267	38	22	15	60	66	1	0	67	15	394	409
07:15 AM	18	260	278	55	24	15	79	63	9	2	72	17	429	446
07:30 AM	24	313	337	58	36	24	94	70	7	2	77	26	508	534
07:45 AM	34	234	268	30	39	21	69	93	6	0	99	21	436	457
Total	92	1058	1150	181	121	75	302	292	23	4	315	79	1767	1846
08:00 AM	26	205	231	22	41	32	63	134	11	1	145	33	439	472
08:15 AM	38	217	255	33	35	23	68	115	7	2	122	25	445	470
08:30 AM	33	203	236	41	38	30	79	79	9	2	88	32	403	435
08:45 AM	17	180	197	35	24	15	59	88	10	0	98	15	354	369
Total	114	805	919	131	138	100	269	416	37	5	453	105	1641	1746
Grand Total	206	1863	2069	312	259	175	571	708	60	9	768	184	3408	3592
Apprch %	10	90		54.6	45.4			92.2	7.8					
Total %	6	54.7	60.7	9.2	7.6		16.8	20.8	1.8		22.5	5.1	94.9	

	6th Street Westbound			Avenida Del Vista Northbound			6th Street Eastbound			
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	24	**313**	**337**	**58**	36	**94**	70	7	77	**508**
07:45 AM	34	234	268	30	39	69	93	6	99	436
08:00 AM	26	205	231	22	**41**	63	**134**	**11**	**145**	439
08:15 AM	**38**	217	255	33	35	68	115	7	122	445
Total Volume	122	969	1091	143	151	294	412	31	443	1828
% App. Total	11.2	88.8		48.6	51.4		93	7		
PHF	.803	.774	.809	.616	.921	.782	.769	.705	.764	.900

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City of Corona
N/S: Avenida Del Vista
E/W: 6th Street
Weather: Clear

File Name : 29_COR_AdV_6th AM
Site Code : 05123397
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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		
+0 mins.	16	251	267	55	24	79	93	6	99
+15 mins.	18	260	278	**58**	36	**94**	**134**	**11**	**145**
+30 mins.	24	**313**	**337**	30	39	69	115	7	122
+45 mins.	**34**	234	268	22	**41**	63	79	9	88
Total Volume	92	1058	1150	165	140	305	421	33	454
% App. Total	8	92		54.1	45.9		92.7	7.3	
PHF	.676	.845	.853	.711	.854	.811	.785	.750	.783

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City of Corona
N/S: Avenida Del Vista
E/W: 6th Street
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File Name : 29_COR_AdV_6th PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

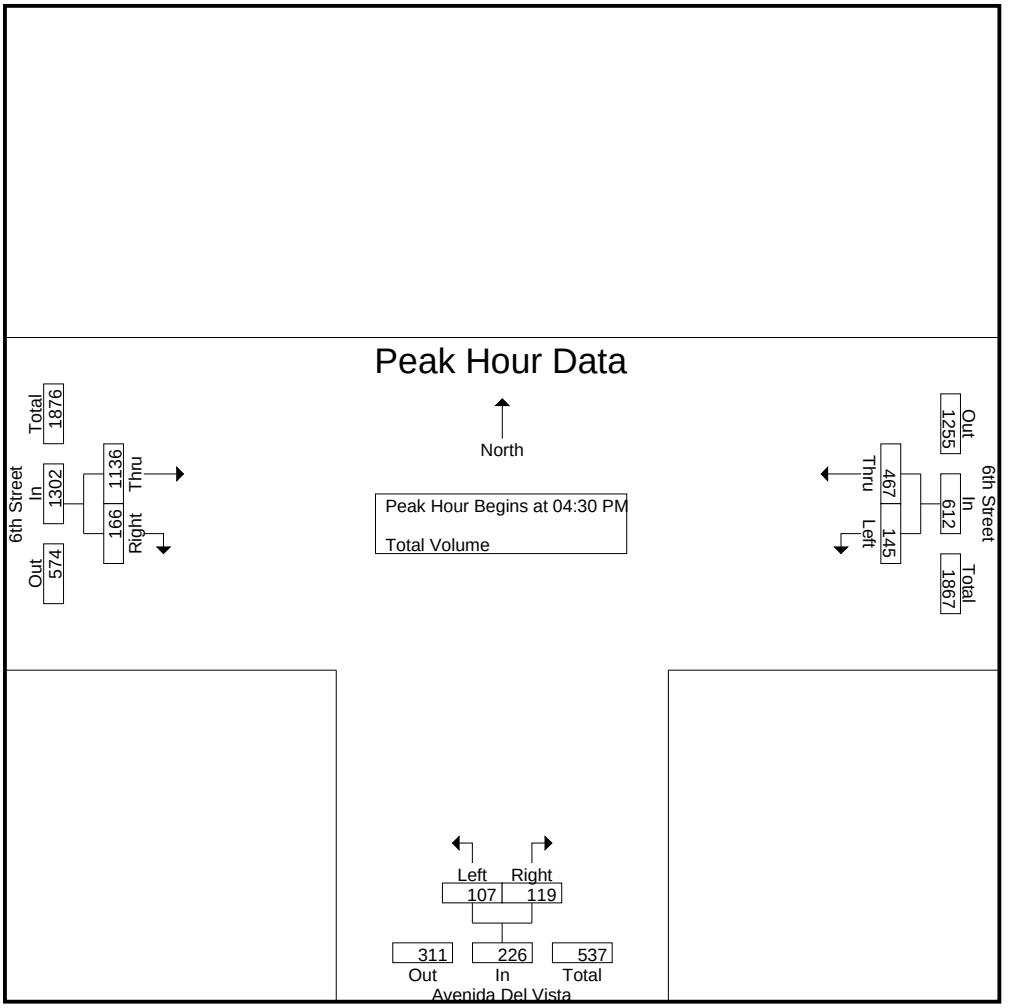
	6th Street Westbound			Avenida Del Vista Northbound				6th Street Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	35	131	166	32	43	28	75	264	34	7	298	35	539	574
04:15 PM	45	108	153	24	38	32	62	244	32	9	276	41	491	532
04:30 PM	36	122	158	37	29	20	66	282	52	4	334	24	558	582
04:45 PM	36	116	152	22	31	27	53	261	33	2	294	29	499	528
Total	152	477	629	115	141	107	256	1051	151	22	1202	129	2087	2216
05:00 PM	38	122	160	31	27	16	58	290	35	8	325	24	543	567
05:15 PM	35	107	142	17	32	22	49	303	46	11	349	33	540	573
05:30 PM	34	99	133	31	31	18	62	249	40	3	289	21	484	505
05:45 PM	37	89	126	28	39	10	67	272	43	6	315	16	508	524
Total	144	417	561	107	129	66	236	1114	164	28	1278	94	2075	2169
Grand Total	296	894	1190	222	270	173	492	2165	315	50	2480	223	4162	4385
Apprch %	24.9	75.1		45.1	54.9			87.3	12.7					
Total %	7.1	21.5	28.6	5.3	6.5		11.8	52	7.6		59.6	5.1	94.9	

	6th Street Westbound			Avenida Del Vista Northbound			6th Street Eastbound			
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 04:30 PM										
04:30 PM	36	**122**	158	**37**	29	**66**	282	**52**	334	**558**
04:45 PM	36	116	152	22	31	53	261	33	294	499
05:00 PM	**38**	122	**160**	31	27	58	290	35	325	543
05:15 PM	35	107	142	17	**32**	49	**303**	46	**349**	540
Total Volume	145	467	612	107	119	226	1136	166	1302	2140
% App. Total	23.7	76.3		47.3	52.7		87.3	12.7		
PHF	.954	.957	.956	.723	.930	.856	.937	.798	.933	.959

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City of Corona
N/S: Avenida Del Vista
E/W: 6th Street
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File Name : 29_COR_AdV_6th PM
Site Code : 05123397
Start Date : 4/25/2023
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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			04:30 PM		
+0 mins.	35	**131**	**166**	32	**43**	**75**	282	**52**	334
+15 mins.	**45**	108	153	24	38	62	261	33	294
+30 mins.	36	122	158	**37**	29	66	290	35	325
+45 mins.	36	116	152	22	31	53	**303**	46	**349**
Total Volume	152	477	629	115	141	256	1136	166	1302
% App. Total	24.2	75.8		44.9	55.1		87.3	12.7	
PHF	.844	.910	.947	.777	.820	.853	.937	.798	.933

Location: Corona
N/S: Avenida Del Vista
E/W: 6th Street

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg 6th Street	South Leg Avenida Del Vista	West Leg 6th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	2	0	4
7:15 AM	0	0	4	0	4
7:30 AM	0	0	6	0	6
7:45 AM	0	1	0	0	1
8:00 AM	0	0	3	0	3
8:15 AM	0	1	3	0	4
8:30 AM	0	0	3	0	3
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	0	4	23	0	27

	North Leg Dead End	East Leg 6th Street	South Leg Avenida Del Vista	West Leg 6th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	1	2	0	3
5:00 PM	0	0	3	0	3
5:15 PM	0	1	0	0	1
5:30 PM	0	0	5	0	5
5:45 PM	0	0	4	0	4
TOTAL VOLUMES:	0	4	14	0	18

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Location: Corona
N/S: Avenida Del Vista
E/W: 6th Street

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Dead End			Westbound 6th Street			Northbound Avenida Del Vista			Eastbound 6th Street			
	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	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	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	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	1	1	2
TOTAL VOLUMES:	0	0	0	1	1	0	0	0	0	0	1	1	4

	Southbound Dead End			Westbound 6th Street			Northbound Avenida Del Vista			Eastbound 6th Street			
	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	2	0	4
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	2	0	0	0	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
5:30 PM	0	0	0	0	1	0	0	0	1	0	1	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	6	0	0	0	1	0	7	1	15

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City of Corona
N/S: Avenida Del Vista
E/W: Via Santiago
Weather: Clear

File Name : 30_COR_AdV_Via S AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

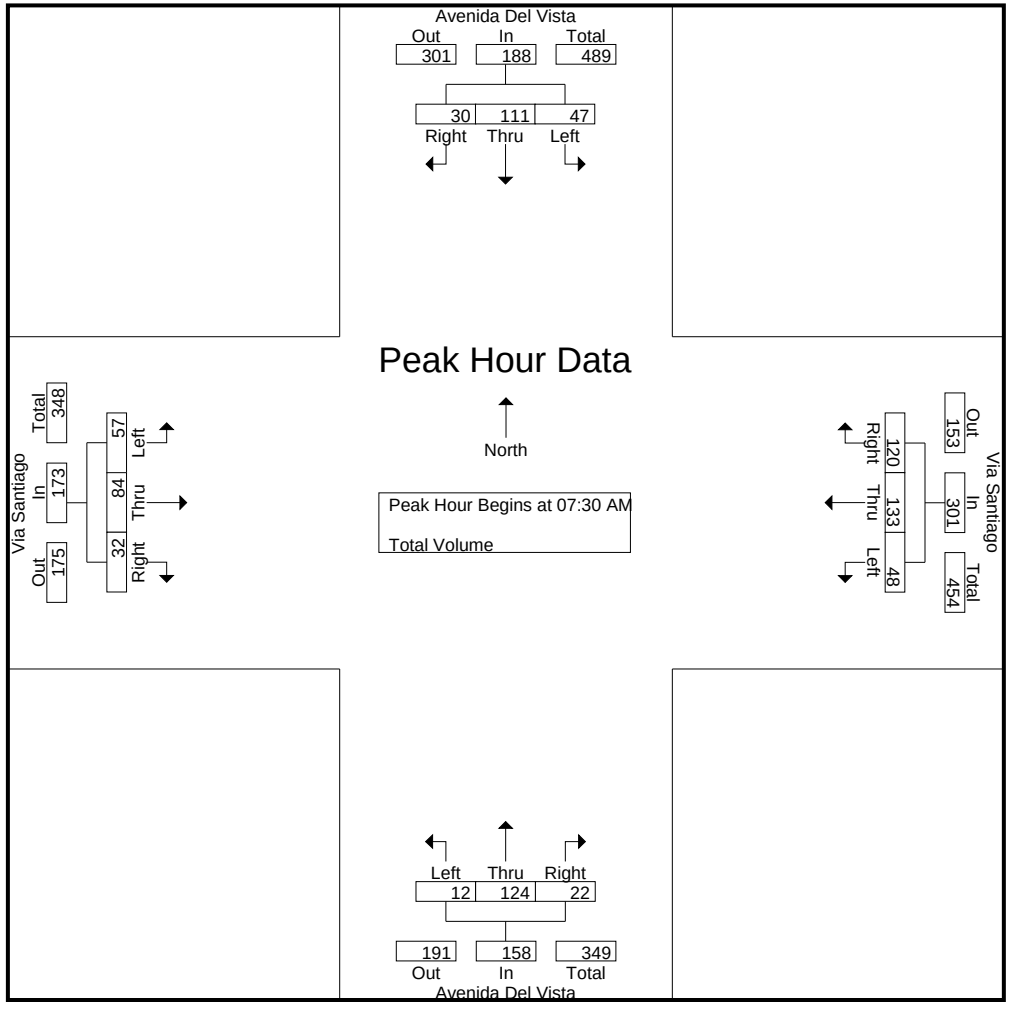
	Avenida Del Vista Southbound					Via Santiago Westbound					Avenida Del Vista Northbound					Via Santiago Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	14	5	0	22	4	26	28	0	58	3	28	2	0	33	4	4	0	0	8	0	121	121
07:15 AM	8	17	5	0	30	3	28	35	0	66	2	30	3	0	35	5	7	0	0	12	0	143	143
07:30 AM	9	16	6	0	31	12	40	36	0	88	0	41	8	0	49	13	17	8	0	38	0	206	206
07:45 AM	8	42	12	0	62	27	46	28	0	101	5	29	2	0	36	15	26	16	0	57	0	256	256
Total	28	89	28	0	145	46	140	127	0	313	10	128	15	0	153	37	54	24	0	115	0	726	726
08:00 AM	14	17	8	0	39	6	20	26	0	52	4	29	11	0	44	18	22	6	0	46	0	181	181
08:15 AM	16	36	4	0	56	3	27	30	0	60	3	25	1	0	29	11	19	2	0	32	0	177	177
08:30 AM	7	29	5	0	41	2	23	22	0	47	3	34	1	0	38	11	12	1	0	24	0	150	150
08:45 AM	9	18	3	0	30	3	19	27	0	49	1	31	2	0	34	5	7	2	0	14	0	127	127
Total	46	100	20	0	166	14	89	105	0	208	11	119	15	0	145	45	60	11	0	116	0	635	635
Grand Total	74	189	48	0	311	60	229	232	0	521	21	247	30	0	298	82	114	35	0	231	0	1361	1361
Apprch %	23.8	60.8	15.4			11.5	44	44.5			7	82.9	10.1			35.5	49.4	15.2				
Total %	5.4	13.9	3.5		22.9	4.4	16.8	17		38.3	1.5	18.1	2.2		21.9	6	8.4	2.6		17	0	100	

	Avenida Del Vista Southbound				Via Santiago Westbound				Avenida Del Vista Northbound				Via Santiago Eastbound				
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	9	16	6	31	12	40	**36**	88	0	**41**	8	**49**	13	17	8	38	206
07:45 AM	8	**42**	**12**	**62**	**27**	**46**	28	**101**	**5**	29	2	36	15	**26**	**16**	**57**	**256**
08:00 AM	14	17	8	39	6	20	26	52	4	29	**11**	44	**18**	22	6	46	181
08:15 AM	**16**	36	4	56	3	27	30	60	3	25	1	29	11	19	2	32	177
Total Volume	47	111	30	188	48	133	120	301	12	124	22	158	57	84	32	173	820
% App. Total	25	59	16		15.9	44.2	39.9		7.6	78.5	13.9		32.9	48.6	18.5		
PHF	.734	.661	.625	.758	.444	.723	.833	.745	.600	.756	.500	.806	.792	.808	.500	.759	.801

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City of Corona
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File Name : 30_COR_AdV_Via S AM
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	Avenida Del Vista Southbound				Via Santiago Westbound				Avenida Del Vista Northbound				Via Santiago Eastbound				
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				07:00 AM				07:15 AM				07:30 AM				
+0 mins.	8	**42**	**12**	**62**	4	26	28	58	2	30	3	35	13	17	8	38	
+15 mins.	14	17	8	39	3	28	35	66	0	**41**	8	**49**	15	**26**	**16**	**57**	
+30 mins.	**16**	36	4	56	12	40	**36**	88	**5**	29	2	36	**18**	22	6	46	
+45 mins.	7	29	5	41	**27**	**46**	28	**101**	4	29	**11**	44	11	19	2	32	
Total Volume	45	124	29	198	46	140	127	313	11	129	24	164	57	84	32	173	
% App. Total	22.7	62.6	14.6		14.7	44.7	40.6		6.7	78.7	14.6		32.9	48.6	18.5		
PHF	.703	.738	.604	.798	.426	.761	.882	.775	.550	.787	.545	.837	.792	.808	.500	.759	

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File Name : 30_COR_AdV_Via S PM
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Groups Printed- Total Volume

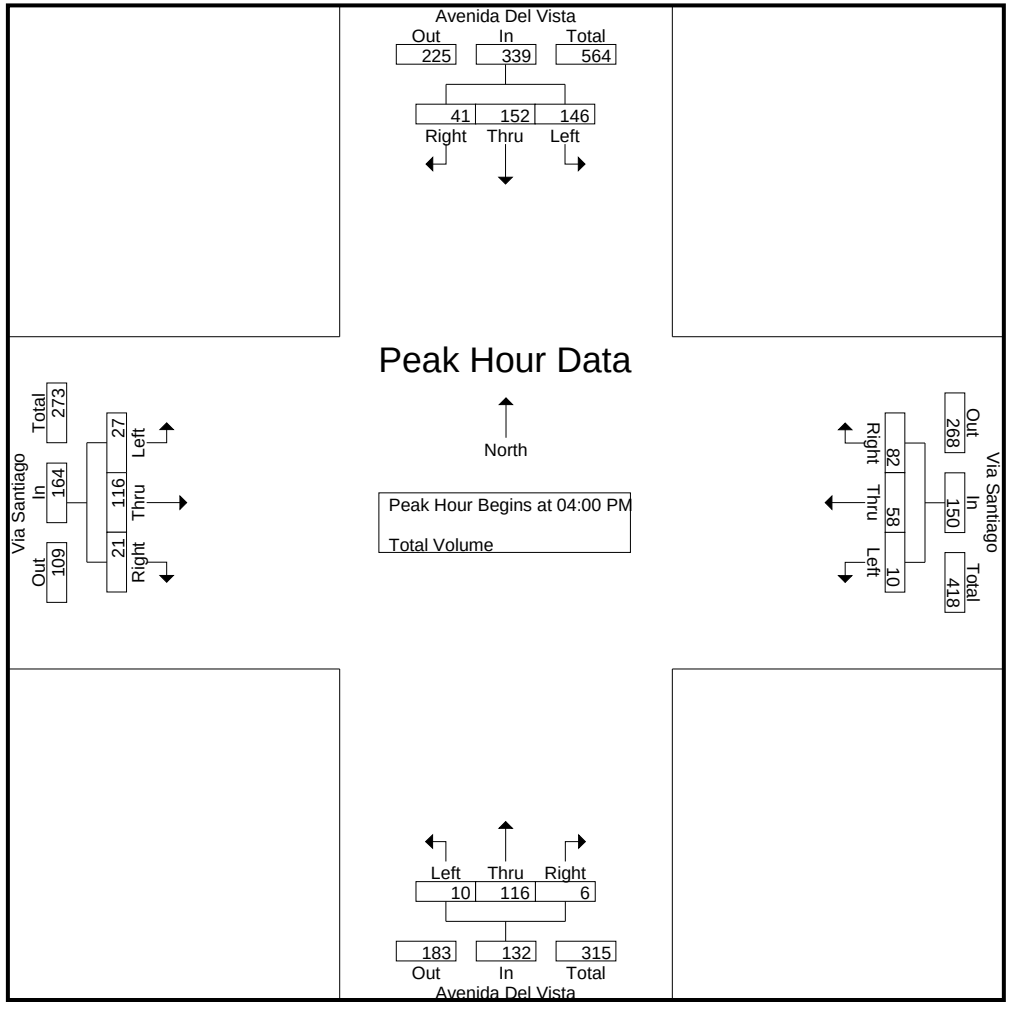
	Avenida Del Vista Southbound					Via Santiago Westbound					Avenida Del Vista Northbound					Via Santiago Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	37	47	11	0	95	2	20	24	0	46	3	31	2	0	36	7	22	4	0	33	0	210	210
04:15 PM	30	24	8	0	62	1	13	22	0	36	2	26	1	0	29	3	25	9	0	37	0	164	164
04:30 PM	46	38	10	0	94	2	13	20	0	35	5	25	3	0	33	10	35	6	0	51	0	213	213
04:45 PM	33	43	12	0	88	5	12	16	0	33	0	34	0	0	34	7	34	2	0	43	0	198	198
Total	146	152	41	0	339	10	58	82	0	150	10	116	6	0	132	27	116	21	0	164	0	785	785
05:00 PM	36	34	14	0	84	2	11	16	0	29	3	32	1	0	36	11	22	1	0	34	0	183	183
05:15 PM	42	48	18	0	108	0	10	18	0	28	1	17	1	0	19	10	21	2	0	33	0	188	188
05:30 PM	38	33	9	0	80	2	15	16	0	33	1	33	3	0	37	12	15	6	0	33	0	183	183
05:45 PM	38	34	5	0	77	4	4	26	0	34	1	29	4	0	34	11	18	4	0	33	0	178	178
Total	154	149	46	0	349	8	40	76	0	124	6	111	9	0	126	44	76	13	0	133	0	732	732
Grand Total	300	301	87	0	688	18	98	158	0	274	16	227	15	0	258	71	192	34	0	297	0	1517	1517
Apprch %	43.6	43.8	12.6			6.6	35.8	57.7			6.2	88	5.8			23.9	64.6	11.4					
Total %	19.8	19.8	5.7		45.4	1.2	6.5	10.4		18.1	1.1	15	1		17	4.7	12.7	2.2		19.6	0	100	

	Avenida Del Vista Southbound				Via Santiago Westbound				Avenida Del Vista Northbound				Via Santiago Eastbound				
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	37	**47**	11	**95**	2	**20**	**24**	**46**	3	31	2	**36**	7	22	4	33	210
04:15 PM	30	24	8	62	1	13	22	36	2	26	1	29	3	25	**9**	37	164
04:30 PM	**46**	38	10	94	2	13	20	35	**5**	25	**3**	33	**10**	**35**	6	**51**	**213**
04:45 PM	33	43	**12**	88	**5**	12	16	33	0	**34**	0	34	7	34	2	43	198
Total Volume	146	152	41	339	10	58	82	150	10	116	6	132	27	116	21	164	785
% App. Total	43.1	44.8	12.1		6.7	38.7	54.7		7.6	87.9	4.5		16.5	70.7	12.8		
PHF	.793	.809	.854	.892	.500	.725	.854	.815	.500	.853	.500	.917	.675	.829	.583	.804	.921

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	Avenida Del Vista Southbound				Via Santiago Westbound				Avenida Del Vista Northbound				Via Santiago Eastbound				
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				04:00 PM				04:15 PM				
+0 mins.	**46**	38	10	94	2	**20**	**24**	**46**	3	31	2	**36**	3	25	**9**	37	
+15 mins.	33	43	12	88	1	13	22	36	2	26	1	29	10	**35**	6	**51**	
+30 mins.	36	34	14	84	2	13	20	35	**5**	25	**3**	33	7	34	2	43	
+45 mins.	42	**48**	**18**	**108**	**5**	12	16	33	0	**34**	0	34	**11**	22	1	34	
Total Volume	157	163	54	374	10	58	82	150	10	116	6	132	31	116	18	165	
% App. Total	42	43.6	14.4		6.7	38.7	54.7		7.6	87.9	4.5		18.8	70.3	10.9		
PHF	.853	.849	.750	.866	.500	.725	.854	.815	.500	.853	.500	.917	.705	.829	.500	.809	

Location: Corona
N/S: Avenida Del Vista
E/W: Via Santiago

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Avenida Del Vista	East Leg Via Santiago	South Leg Avenida Del Vista	West Leg Via Santiago	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	0	2
7:15 AM	1	5	0	3	9
7:30 AM	5	5	4	5	19
7:45 AM	5	10	2	5	22
8:00 AM	7	5	0	2	14
8:15 AM	2	0	1	2	5
8:30 AM	3	2	0	2	7
8:45 AM	1	1	0	1	3
TOTAL VOLUMES:	24	30	7	20	81

	North Leg Avenida Del Vista	East Leg Via Santiago	South Leg Avenida Del Vista	West Leg Via Santiago	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	8	6	2	4	20
4:15 PM	3	6	2	3	14
4:30 PM	1	6	4	2	13
4:45 PM	2	7	0	1	10
5:00 PM	3	5	7	5	20
5:15 PM	0	1	0	3	4
5:30 PM	1	3	2	1	7
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	20	34	17	19	90

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Location: Corona
N/S: Avenida Del Vista
E/W: Via Santiago

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Avenida Del Vista			Westbound Via Santiago			Northbound Avenida Del Vista			Eastbound Via Santiago			
	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	1	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	1	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	1	0	0	0	0	1	1	0	0	0	1	4

	Southbound Avenida Del Vista			Westbound Via Santiago			Northbound Avenida Del Vista			Eastbound Via Santiago			
	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	1	0	0	0	1	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:30 PM	2	0	0	0	0	1	0	0	0	0	0	0	3
5:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	4
TOTAL VOLUMES:	2	1	1	0	1	2	0	3	0	2	0	0	12

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City of Corona
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Weather: Clear

File Name : 31_COR_AdV_VDR AM
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Groups Printed- Total Volume

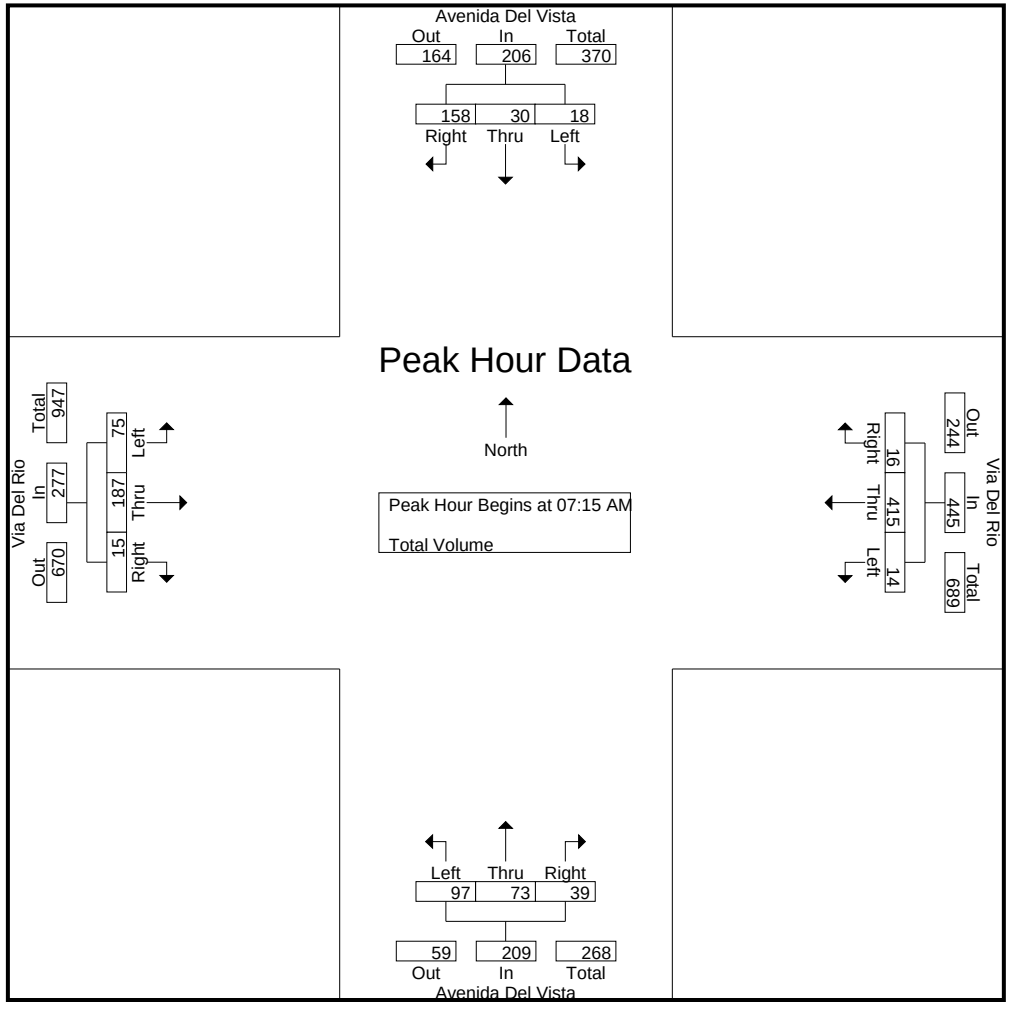
	Avenida Del Vista Southbound					Via Del Rio Westbound					Avenida Del Vista Northbound					Via Del Rio Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	4	11	5	17	4	88	7	1	99	24	13	0	0	37	6	11	4	0	21	6	174	180
07:15 AM	4	9	11	4	24	1	122	5	0	128	21	17	7	0	45	4	23	5	1	32	5	229	234
07:30 AM	4	3	39	25	46	2	122	8	0	132	25	19	8	2	52	20	49	2	2	71	29	301	330
07:45 AM	4	8	87	40	99	5	108	0	0	113	23	22	9	4	54	22	62	4	0	88	44	354	398
Total	14	24	148	74	186	12	440	20	1	472	93	71	24	6	188	52	145	15	3	212	84	1058	1142
08:00 AM	6	10	21	12	37	6	63	3	2	72	28	15	15	7	58	29	53	4	2	86	23	253	276
08:15 AM	4	23	7	3	34	5	93	4	1	102	19	11	7	0	37	3	37	5	0	45	4	218	222
08:30 AM	6	20	8	2	34	9	84	2	0	95	25	26	5	0	56	1	22	4	2	27	4	212	216
08:45 AM	2	12	10	1	24	4	70	5	0	79	17	23	5	0	45	5	23	4	0	32	1	180	181
Total	18	65	46	18	129	24	310	14	3	348	89	75	32	7	196	38	135	17	4	190	32	863	895
Grand Total	32	89	194	92	315	36	750	34	4	820	182	146	56	13	384	90	280	32	7	402	116	1921	2037
Apprch %	10.2	28.3	61.6			4.4	91.5	4.1			47.4	38	14.6			22.4	69.7	8					
Total %	1.7	4.6	10.1		16.4	1.9	39	1.8		42.7	9.5	7.6	2.9		20	4.7	14.6	1.7		20.9	5.7	94.3	

	Avenida Del Vista Southbound				Via Del Rio Westbound				Avenida Del Vista Northbound				Via Del Rio Eastbound				
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	4	9	11	24	1	**122**	5	128	21	17	7	45	4	23	**5**	32	229
07:30 AM	4	3	39	46	2	122	**8**	**132**	25	19	8	52	20	49	2	71	301
07:45 AM	4	8	**87**	**99**	5	108	0	113	23	**22**	9	54	22	**62**	4	**88**	**354**
08:00 AM	**6**	**10**	21	37	**6**	63	3	72	**28**	15	**15**	**58**	**29**	53	4	86	253
Total Volume	18	30	158	206	14	415	16	445	97	73	39	209	75	187	15	277	1137
% App. Total	8.7	14.6	76.7		3.1	93.3	3.6		46.4	34.9	18.7		27.1	67.5	5.4		
PHF	.750	.750	.454	.520	.583	.850	.500	.843	.866	.830	.650	.901	.647	.754	.750	.787	.803

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	Avenida Del Vista Southbound				Via Del Rio Westbound				Avenida Del Vista Northbound				Via Del Rio Eastbound				
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				07:15 AM				07:30 AM				
+0 mins.	4	3	39	46	4	88	7	99	21	17	7	45	20	49	2	71	
+15 mins.	4	8	**87**	**99**	1	**122**	5	128	25	19	8	52	22	**62**	4	**88**	
+30 mins.	**6**	10	21	37	2	122	**8**	**132**	23	**22**	9	54	**29**	53	4	86	
+45 mins.	4	**23**	7	34	**5**	108	0	113	**28**	15	**15**	**58**	3	37	**5**	45	
Total Volume	18	44	154	216	12	440	20	472	97	73	39	209	74	201	15	290	
% App. Total	8.3	20.4	71.3		2.5	93.2	4.2		46.4	34.9	18.7		25.5	69.3	5.2		
PHF	.750	.478	.443	.545	.600	.902	.625	.894	.866	.830	.650	.901	.638	.810	.750	.824	

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City of Corona
N/S: Avenida Del Vista
E/W: Via Del Rio
Weather: Clear

File Name : 31_COR_AdV_VDR PM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

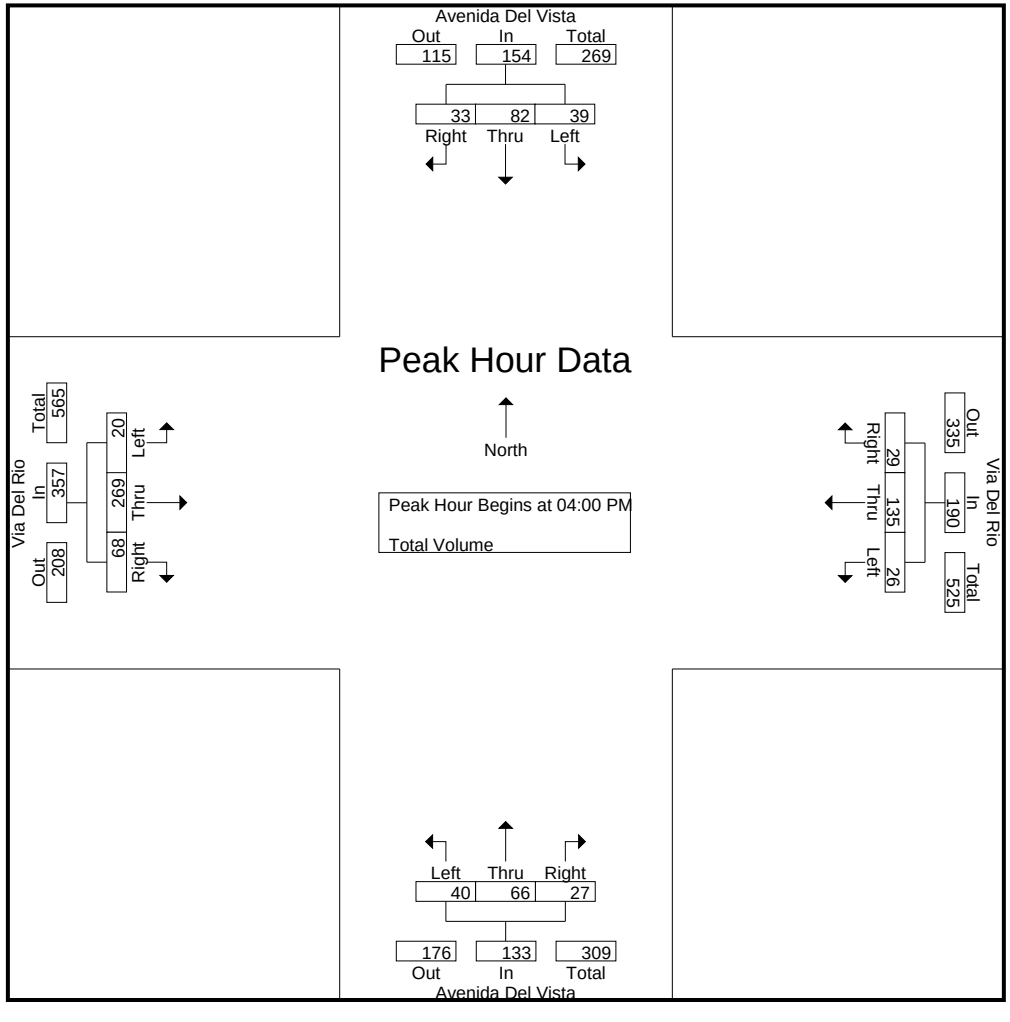
	Avenida Del Vista Southbound					Via Del Rio Westbound					Avenida Del Vista Northbound					Via Del Rio Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	6	24	9	4	39	8	42	9	0	59	16	16	9	0	41	6	68	19	4	93	8	232	240
04:15 PM	8	18	3	0	29	10	37	5	0	52	8	20	9	1	37	1	60	13	0	74	1	192	193
04:30 PM	12	19	13	0	44	3	27	9	0	39	8	13	5	0	26	6	60	16	0	82	0	191	191
04:45 PM	13	21	8	0	42	5	29	6	0	40	8	17	4	0	29	7	81	20	0	108	0	219	219
Total	39	82	33	4	154	26	135	29	0	190	40	66	27	1	133	20	269	68	4	357	9	834	843
05:00 PM	5	17	6	4	28	2	27	10	2	39	10	18	7	4	35	9	71	20	4	100	14	202	216
05:15 PM	4	27	5	2	36	8	27	5	1	40	12	6	5	1	23	5	63	19	3	87	7	186	193
05:30 PM	4	24	11	4	39	9	30	8	3	47	12	15	8	0	35	5	64	21	6	90	13	211	224
05:45 PM	5	15	11	8	31	5	30	3	0	38	6	16	3	1	25	10	76	27	4	113	13	207	220
Total	18	83	33	18	134	24	114	26	6	164	40	55	23	6	118	29	274	87	17	390	47	806	853
Grand Total	57	165	66	22	288	50	249	55	6	354	80	121	50	7	251	49	543	155	21	747	56	1640	1696
Apprch %	19.8	57.3	22.9			14.1	70.3	15.5			31.9	48.2	19.9			6.6	72.7	20.7					
Total %	3.5	10.1	4		17.6	3	15.2	3.4		21.6	4.9	7.4	3		15.3	3	33.1	9.5		45.5	3.3	96.7	

	Avenida Del Vista Southbound				Via Del Rio Westbound				Avenida Del Vista Northbound				Via Del Rio Eastbound				
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	6	**24**	9	39	8	**42**	**9**	**59**	**16**	16	**9**	**41**	6	68	19	93	**232**
04:15 PM	8	18	3	29	**10**	37	5	52	8	**20**	9	37	1	60	13	74	192
04:30 PM	12	19	**13**	**44**	3	27	9	39	8	13	5	26	6	60	16	82	191
04:45 PM	**13**	21	8	42	5	29	6	40	8	17	4	29	**7**	**81**	**20**	**108**	219
Total Volume	39	82	33	154	26	135	29	190	40	66	27	133	20	269	68	357	834
% App. Total	25.3	53.2	21.4		13.7	71.1	15.3		30.1	49.6	20.3		5.6	75.4	19		
PHF	.750	.854	.635	.875	.650	.804	.806	.805	.625	.825	.750	.811	.714	.830	.850	.826	.899

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City of Corona
N/S: Avenida Del Vista
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File Name : 31_COR_AdV_VDR PM
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City of Corona
N/S: Avenida Del Vista
E/W: Via Del Rio
Weather: Clear

File Name : 31_COR_AdV_VDR PM
Site Code : 05123397
Start Date : 4/25/2023

	Avenida Del Vista Southbound				Via Del Rio Westbound				Avenida Del Vista Northbound				Via Del Rio Eastbound				
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				04:00 PM				05:00 PM				
+0 mins.	6	**24**	9	39	8	**42**	**9**	**59**	**16**	16	**9**	**41**	9	71	20	100	
+15 mins.	8	18	3	29	**10**	37	5	52	8	**20**	9	37	5	63	19	87	
+30 mins.	12	19	**13**	**44**	3	27	9	39	8	13	5	26	5	64	21	90	
+45 mins.	**13**	21	8	42	5	29	6	40	8	17	4	29	**10**	**76**	**27**	**113**	
Total Volume	39	82	33	154	26	135	29	190	40	66	27	133	29	274	87	390	
% App. Total	25.3	53.2	21.4		13.7	71.1	15.3		30.1	49.6	20.3		7.4	70.3	22.3		
PHF	.750	.854	.635	.875	.650	.804	.806	.805	.625	.825	.750	.811	.725	.901	.806	.863	

Location: Corona
N/S: Avenida Del Vista
E/W: Via Del Rio

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Avenida Del Vista	East Leg Via Del Rio	South Leg Avenida Del Vista	West Leg Via Del Rio	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	0	2
7:15 AM	0	0	0	0	0
7:30 AM	15	3	4	5	27
7:45 AM	24	3	2	3	32
8:00 AM	4	2	1	1	8
8:15 AM	0	0	1	1	2
8:30 AM	0	1	0	1	2
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	43	11	8	13	75

	North Leg Avenida Del Vista	East Leg Via Del Rio	South Leg Avenida Del Vista	West Leg Via Del Rio	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	2	0	0	3
4:15 PM	0	0	0	0	0
4:30 PM	3	2	0	0	5
4:45 PM	2	0	1	1	4
5:00 PM	1	3	0	0	4
5:15 PM	0	2	0	0	2
5:30 PM	1	0	0	0	1
5:45 PM	1	2	0	0	3
TOTAL VOLUMES:	9	11	1	1	22

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Location: Corona
N/S: Avenida Del Vista
E/W: Via Del Rio

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Avenida Del Vista			Westbound Via Del Rio			Northbound Avenida Del Vista			Eastbound Via Del Rio			
	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	1	0	0	0	0	1	0	0	0	0	2
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	1	0	0	0	0	1	0	0	0	0	2

	Southbound Avenida Del Vista			Westbound Via Del Rio			Northbound Avenida Del Vista			Eastbound Via Del Rio			
	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	1	0	1
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	1	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	1	0	3

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City of Corona
N/S: Avenida Del Vista
E/W: Ontario Avenue
Weather: Clear

File Name : 32_COR_AdV_ONT AM
Site Code : 05123397
Start Date : 4/25/2023
Page No : 1

Groups Printed- Total Volume

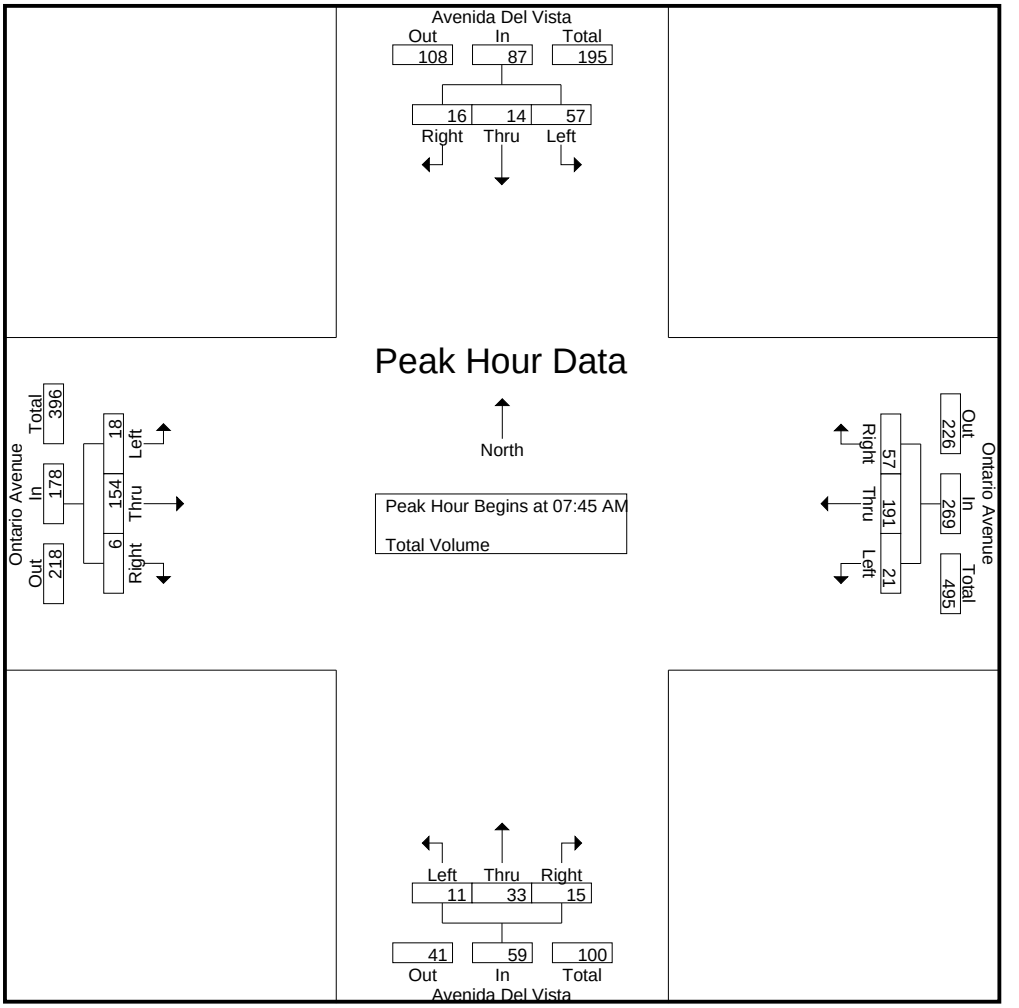
	Avenida Del Vista Southbound				Ontario Avenue Westbound				Avenida Del Vista Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	2	0	6	2	50	7	59	3	5	0	8	0	8	0	8	81
07:15 AM	7	4	3	14	2	48	7	57	3	8	2	13	1	16	1	18	102
07:30 AM	5	1	5	11	2	62	6	70	2	7	5	14	2	39	0	41	136
07:45 AM	7	1	5	13	3	71	7	81	5	2	5	12	7	51	0	58	164
Total	23	8	13	44	9	231	27	267	13	22	12	47	10	114	1	125	483
08:00 AM	7	0	3	10	5	31	8	44	3	11	1	15	3	56	3	62	131
08:15 AM	21	2	5	28	8	48	17	73	0	6	6	12	3	23	1	27	140
08:30 AM	22	11	3	36	5	41	25	71	3	14	3	20	5	24	2	31	158
08:45 AM	9	4	3	16	4	30	17	51	1	3	1	5	2	13	0	15	87
Total	59	17	14	90	22	150	67	239	7	34	11	52	13	116	6	135	516
Grand Total	82	25	27	134	31	381	94	506	20	56	23	99	23	230	7	260	999
Apprch %	61.2	18.7	20.1		6.1	75.3	18.6		20.2	56.6	23.2		8.8	88.5	2.7		
Total %	8.2	2.5	2.7	13.4	3.1	38.1	9.4	50.7	2	5.6	2.3	9.9	2.3	23	0.7	26	

	Avenida Del Vista Southbound				Ontario Avenue Westbound				Avenida Del Vista Northbound				Ontario 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	7	1	**5**	13	3	**71**	7	**81**	**5**	2	5	12	**7**	51	0	58	**164**
08:00 AM	7	0	3	10	5	31	8	44	3	11	1	15	3	**56**	**3**	**62**	131
08:15 AM	21	2	5	28	**8**	48	17	73	0	6	**6**	12	3	23	1	27	140
08:30 AM	**22**	**11**	3	**36**	5	41	**25**	71	3	**14**	3	**20**	5	24	2	31	158
Total Volume	57	14	16	87	21	191	57	269	11	33	15	59	18	154	6	178	593
% App. Total	65.5	16.1	18.4		7.8	71	21.2		18.6	55.9	25.4		10.1	86.5	3.4		
PHF	.648	.318	.800	.604	.656	.673	.570	.830	.550	.589	.625	.738	.643	.688	.500	.718	.904

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City of Corona
N/S: Avenida Del Vista
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File Name : 32_COR_AdV_ONT AM
Site Code : 05123397
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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:

	08:00 AM				07:45 AM				07:45 AM				07:30 AM			
+0 mins.	7	0	3	10	3	**71**	7	**81**	**5**	2	5	12	2	39	0	41
+15 mins.	21	2	**5**	28	5	31	8	44	3	11	1	15	**7**	51	0	58
+30 mins.	**22**	**11**	3	**36**	**8**	48	17	73	0	6	**6**	12	3	**56**	**3**	**62**
+45 mins.	9	4	3	16	5	41	**25**	71	3	**14**	3	**20**	3	23	1	27
Total Volume	59	17	14	90	21	191	57	269	11	33	15	59	15	169	4	188
% App. Total	65.6	18.9	15.6		7.8	71	21.2		18.6	55.9	25.4		8	89.9	2.1	
PHF	.670	.386	.700	.625	.656	.673	.570	.830	.550	.589	.625	.738	.536	.754	.333	.758

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City of Corona
N/S: Avenida Del Vista
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Weather: Clear

File Name : 32_COR_AdV_ONT PM
Site Code : 05123397
Start Date : 4/25/2023
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Groups Printed- Total Volume

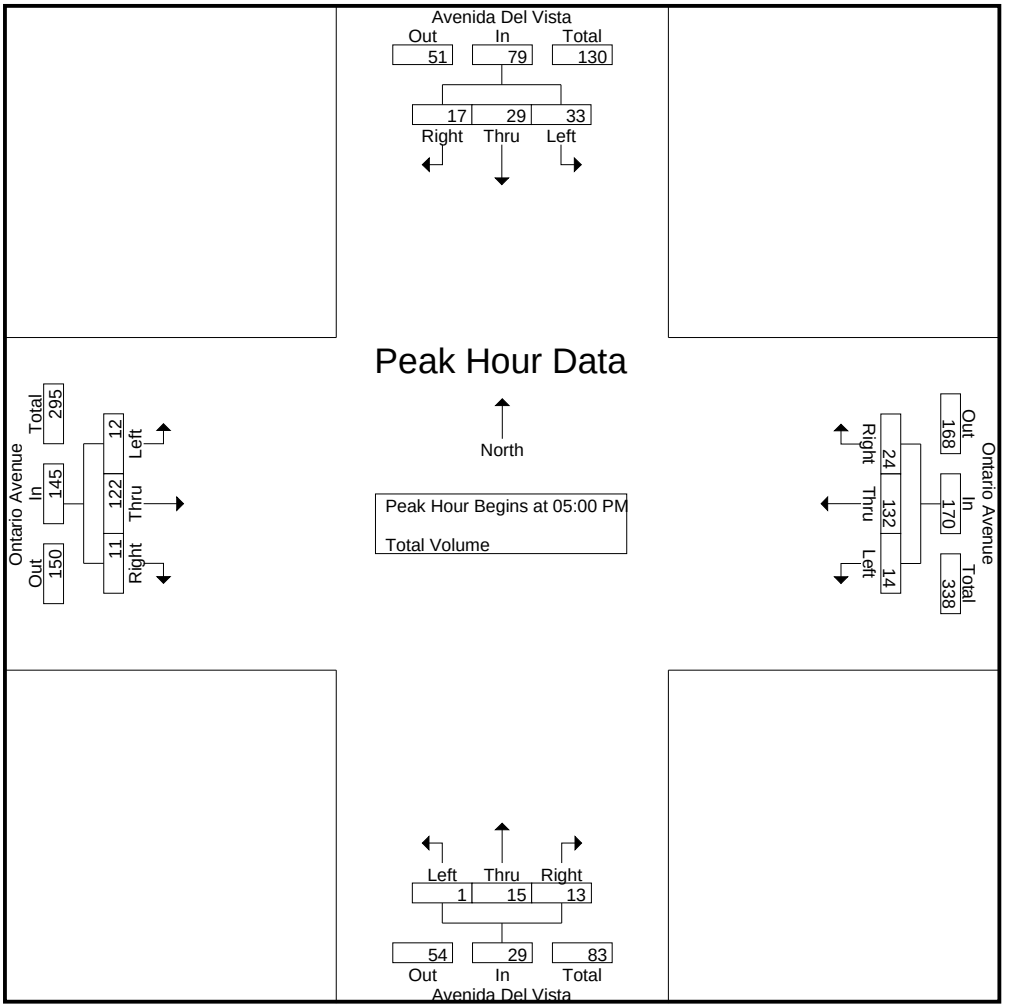
	Avenida Del Vista Southbound				Ontario Avenue Westbound				Avenida Del Vista Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	3	5	16	4	28	9	41	0	7	1	8	1	33	1	35	100
04:15 PM	11	9	2	22	2	15	6	23	1	3	3	7	6	28	0	34	86
04:30 PM	7	5	3	15	1	32	8	41	0	4	3	7	0	21	1	22	85
04:45 PM	9	7	4	20	3	26	6	35	1	2	5	8	0	25	3	28	91
Total	35	24	14	73	10	101	29	140	2	16	12	30	7	107	5	119	362
05:00 PM	6	5	2	13	3	23	5	31	1	4	2	7	1	24	4	29	80
05:15 PM	10	9	4	23	2	32	6	40	0	1	1	2	2	27	4	33	98
05:30 PM	7	13	4	24	4	32	9	45	0	8	2	10	5	35	1	41	120
05:45 PM	10	2	7	19	5	45	4	54	0	2	8	10	4	36	2	42	125
Total	33	29	17	79	14	132	24	170	1	15	13	29	12	122	11	145	423
Grand Total	68	53	31	152	24	233	53	310	3	31	25	59	19	229	16	264	785
Apprch %	44.7	34.9	20.4		7.7	75.2	17.1		5.1	52.5	42.4		7.2	86.7	6.1		
Total %	8.7	6.8	3.9	19.4	3.1	29.7	6.8	39.5	0.4	3.9	3.2	7.5	2.4	29.2	2	33.6	

	Avenida Del Vista Southbound				Ontario Avenue Westbound				Avenida Del Vista Northbound				Ontario 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 05:00 PM																	
05:00 PM	6	5	2	13	3	23	5	31	**1**	4	2	7	1	24	**4**	29	80
05:15 PM	**10**	9	4	23	2	32	6	40	0	1	1	2	2	27	4	33	98
05:30 PM	7	**13**	4	**24**	4	32	**9**	45	0	**8**	2	**10**	**5**	35	1	41	120
05:45 PM	10	2	**7**	19	**5**	**45**	4	**54**	0	2	**8**	10	4	**36**	2	**42**	**125**
Total Volume	33	29	17	79	14	132	24	170	1	15	13	29	12	122	11	145	423
% App. Total	41.8	36.7	21.5		8.2	77.6	14.1		3.4	51.7	44.8		8.3	84.1	7.6		
PHF	.825	.558	.607	.823	.700	.733	.667	.787	.250	.469	.406	.725	.600	.847	.688	.863	.846

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File Name : 32_COR_AdV_ONT PM
Site Code : 05123397
Start Date : 4/25/2023
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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				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	9	7	**4**	20	3	23	5	31	0	**7**	1	**8**	1	24	**4**	29
+15 mins.	6	5	2	13	2	32	6	40	**1**	3	3	7	2	27	4	33
+30 mins.	**10**	9	4	23	4	32	**9**	45	0	4	3	7	**5**	35	1	41
+45 mins.	7	**13**	4	**24**	**5**	**45**	4	**54**	1	2	**5**	8	4	**36**	2	**42**
Total Volume	32	34	14	80	14	132	24	170	2	16	12	30	12	122	11	145
% App. Total	40	42.5	17.5		8.2	77.6	14.1		6.7	53.3	40		8.3	84.1	7.6	
PHF	.800	.654	.875	.833	.700	.733	.667	.787	.500	.571	.600	.938	.600	.847	.688	.863

Location: Corona
N/S: Avenida Del Vista
E/W: Ontario Avenue

Date: 4/25/2023
Day: Tuesday

PEDESTRIANS

	North Leg Avenida Del Vista	East Leg Ontario Avenue	South Leg Avenida Del Vista	West Leg Ontario Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	6	0	0	1	7
7:30 AM	2	1	0	0	3
7:45 AM	0	1	6	1	8
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	1	2	3	6
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	9	3	9	5	26

	North Leg Avenida Del Vista	East Leg Ontario Avenue	South Leg Avenida Del Vista	West Leg Ontario Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	4	0	5
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	1	2
4:45 PM	0	0	0	0	0
5:00 PM	1	0	1	1	3
5:15 PM	3	0	5	3	11
5:30 PM	1	4	0	1	6
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	8	4	10	6	28

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Location: Corona
N/S: Avenida Del Vista
E/W: Ontario Avenue

Date: 4/25/2023
Day: Tuesday

BICYCLES

	Southbound Avenida Del Vista			Westbound Ontario Avenue			Northbound Avenida Del Vista			Eastbound Ontario 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	1	0	1
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	1	0	1

	Southbound Avenida Del Vista			Westbound Ontario Avenue			Northbound Avenida Del Vista			Eastbound Ontario Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	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	2	0	0	0	0	0	0	2
TOTAL VOLUMES:	1	0	0	0	1	2	0	1	0	0	0	0	5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 91878
951-268-6268

Counts Unlimited, Inc.

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City of Corona
6th Street
B/ SR-91 Eastbound Off - SR-91 Eastbound On Ramps
24 Hour Directional Volume Count

COR003
Site Code: 051-23397

Start Time	4/25/23 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		64	210			7	123				
12:15		47	208			10	120				
12:30		34	190			11	132				
12:45		37	225	182	833	8	**120**	36	495	218	1328
01:00		26	275			7	**126**				
01:15		36	269			11	**112**				
01:30		20	351			10	**145**				
01:45		18	270	100	1165	9	107	37	490	137	1655
02:00		14	285			11	98				
02:15		11	315			11	108				
02:30		19	362			15	121				
02:45		15	316	59	1278	15	111	52	438	111	1716
03:00		11	346			17	107				
03:15		17	349			27	112				
03:30		16	388			38	121				
03:45		19	378	63	1461	64	128	146	468	209	1929
04:00		16	405			72	112				
04:15		23	363			96	101				
04:30		41	**462**			159	121				
04:45		45	**397**	125	1627	152	104	479	438	604	2065
05:00		28	**398**			241	95				
05:15		39	**402**			**296**	94				
05:30		44	418			**314**	104				
05:45		40	373	151	1591	**308**	69	1159	362	1310	1953
06:00		50	371			**308**	96				
06:15		78	266			286	78				
06:30		69	299			270	87				
06:45		77	273	274	1209	218	75	1082	336	1356	1545
07:00		92	255			214	83				
07:15		85	241			282	58				
07:30		82	231			333	57				
07:45		95	193	354	920	233	57	1062	255	1416	1175
08:00		126	165			182	60				
08:15		116	190			236	48				
08:30		79	154			223	41				
08:45		106	165	427	674	178	46	819	195	1246	869
09:00		115	172			180	27				
09:15		113	178			178	47				
09:30		98	146			150	51				
09:45		98	148	424	644	126	40	634	165	1058	809
10:00		143	127			124	31				
10:15		132	136			158	36				
10:30		162	102			109	27				
10:45		139	112	576	477	103	19	494	113	1070	590
11:00		**142**	72			128	19				
11:15		**198**	61			126	19				
11:30		**203**	67			138	21				
11:45		**169**	64	712	264	103	13	495	72	1207	336
Total		3447	12143	3447	12143	6495	3827	6495	3827	9942	15970
Combined Total		15590		15590		10322		10322		25912	
AM Peak	-	11:00	-	-	-	05:15	-	-	-	-	-
Vol.	-	712	-	-	-	1226	-	-	-	-	-
P.H.F.		0.877				0.976					
PM Peak	-	-	04:30	-	-	-	00:45	-	-	-	-
Vol.	-	-	1659	-	-	-	503	-	-	-	-
P.H.F.			0.898				0.867				
Percentage		22.1%	77.9%			62.9%	37.1%				
ADT/AADT		ADT 25,912		AADT 25,912							

Counts Unlimited, Inc.

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City of Corona
Foothill Parkway
E/ Paseo Grande
24 Hour Directional Volume Count

COR008
Site Code: 051-23397

Start Time	4/25/23 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		22	55			7	90				
12:15		18	86			4	71				
12:30		10	89			2	71				
12:45		12	90	62	320	3	90	16	322	78	642
01:00		3	143			3	84				
01:15		14	206			2	90				
01:30		10	253			3	75				
01:45		13	165	40	767	4	80	12	329	52	1096
02:00		8	200			5	67				
02:15		6	196			7	95				
02:30		4	205			5	65				
02:45		9	207	27	808	5	80	22	307	49	1115
03:00		3	260			7	101				
03:15		4	216			17	**114**				
03:30		2	250			11	**108**				
03:45		6	307	15	1033	26	**128**	61	451	76	1484
04:00		4	307			41	**120**				
04:15		3	344			49	80				
04:30		2	323			84	80				
04:45		8	**352**	17	1326	98	83	272	363	289	1689
05:00		5	**312**			129	87				
05:15		5	**338**			217	101				
05:30		5	**331**			268	88				
05:45		14	299	29	1280	312	82	926	358	955	1638
06:00		11	269			330	73				
06:15		14	239			**332**	69				
06:30		29	204			**276**	57				
06:45		35	202	89	914	**354**	64	1292	263	1381	1177
07:00		50	194			**398**	76				
07:15		60	148			286	73				
07:30		**78**	143			199	46				
07:45		**79**	89	267	574	223	38	1106	233	1373	807
08:00		**95**	91			235	55				
08:15		**81**	103			247	32				
08:30		71	110			250	47				
08:45		55	95	302	399	245	43	977	177	1279	576
09:00		54	96			199	33				
09:15		37	96			195	36				
09:30		51	74			190	29				
09:45		58	72	200	338	113	32	697	130	897	468
10:00		54	74			127	23				
10:15		46	51			106	20				
10:30		81	75			98	18				
10:45		68	44	249	244	105	12	436	73	685	317
11:00		77	34			85	7				
11:15		62	33			82	10				
11:30		66	29			84	6				
11:45		105	29	310	125	80	12	331	35	641	160
Total		1607	8128	1607	8128	6148	3041	6148	3041	7755	11169
Combined Total		9735		9735		9189		9189		18924	
AM Peak	-	07:30	-	-	-	06:15	-	-	-	-	-
Vol.	-	333	-	-	-	1360	-	-	-	-	-
P.H.F.		0.876				0.854					
PM Peak	-	-	04:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	1333	-	-	-	470	-	-	-	-
P.H.F.			0.947				0.918				
Percentage		16.5%	83.5%			66.9%	33.1%				
ADT/AADT		ADT 18,924		AADT 18,924							

Counts Unlimited, Inc.

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County of Riverside
Kirkwood Drive
S/ Via Del Rio
24 Hour Directional Volume Count

COR010
Site Code: 051-23397

Start Time	4/25/23 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	6			0	6				
12:15		1	11			1	9				
12:30		2	11			1	7				
12:45		0	7	3	35	0	11	2	33	5	68
01:00		0	12			1	10				
01:15		0	12			2	14				
01:30		1	7			2	15				
01:45		2	**15**	3	46	2	15	7	54	10	100
02:00		0	**13**			0	17				
02:15		0	**22**			1	14				
02:30		0	**18**			0	15				
02:45		0	10	0	63	0	10	1	56	1	119
03:00		2	9			1	21				
03:15		1	11			0	15				
03:30		5	22			1	15				
03:45		5	11	13	53	0	20	2	71	15	124
04:00		0	9			0	15				
04:15		5	9			0	13				
04:30		4	8			0	14				
04:45		5	8	14	34	1	10	1	52	15	86
05:00		5	9			1	16				
05:15		8	6			1	11				
05:30		8	7			0	17				
05:45		4	14	25	36	2	23	4	67	29	103
06:00		9	20			3	12				
06:15		16	11			1	18				
06:30		10	10			2	12				
06:45		6	8	41	49	4	15	10	57	51	106
07:00		11	5			0	**12**				
07:15		17	7			3	**29**				
07:30		**20**	20			**10**	**14**				
07:45		**29**	8	77	40	**22**	**17**	35	72	112	112
08:00		**25**	9			**9**	6				
08:15		**22**	6			**15**	10				
08:30		16	6			8	13				
08:45		11	7	74	28	13	7	45	36	119	64
09:00		11	7			4	9				
09:15		13	4			7	12				
09:30		7	3			7	6				
09:45		15	3	46	17	3	6	21	33	67	50
10:00		13	4			4	5				
10:15		7	3			10	6				
10:30		9	5			7	5				
10:45		11	1	40	13	7	5	28	21	68	34
11:00		12	2			12	1				
11:15		19	1			6	3				
11:30		3	0			12	1				
11:45		9	0	43	3	9	4	39	9	82	12
Total		379	417	379	417	195	561	195	561	574	978
Combined Total		796		796		756		756		1552	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	96	-	-	-	56	-	-	-	-	-
P.H.F.		0.828				0.636					
PM Peak	-	-	01:45	-	-	-	07:00	-	-	-	-
Vol.	-	-	68	-	-	-	72	-	-	-	-
P.H.F.			0.773				0.621				
Percentage		47.6%	52.4%			25.8%	74.2%				
ADT/AADT		ADT 1,552		AADT 1,552							

Counts Unlimited, Inc.

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City of Corona
Ontario Avenue
E/ Paseo Grande
24 Hour Directional Volume Count

COR007
Site Code: 051-23397

Start Time	4/25/23 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	18			2	19				
12:15		3	10			1	19				
12:30		1	21			1	24				
12:45		0	19	5	68	0	17	4	79	9	147
01:00		1	32			0	28				
01:15		1	16			1	28				
01:30		0	23			0	22				
01:45		0	26	2	97	1	**30**	2	108	4	205
02:00		3	**39**			1	**29**				
02:15		3	**88**			1	**33**				
02:30		0	**63**			4	**48**				
02:45		2	**37**	8	227	0	21	6	131	14	358
03:00		1	32			4	25				
03:15		0	25			1	27				
03:30		2	41			2	34				
03:45		1	37	4	135	0	34	7	120	11	255
04:00		1	44			6	28				
04:15		1	31			6	22				
04:30		2	28			7	33				
04:45		3	45	7	148	15	19	34	102	41	250
05:00		1	26			16	22				
05:15		1	39			28	22				
05:30		3	42			34	25				
05:45		1	56	6	163	49	26	127	95	133	258
06:00		1	35			58	27				
06:15		5	23			46	21				
06:30		5	27			49	20				
06:45		3	26	14	111	66	23	219	91	233	202
07:00		4	18			**62**	16				
07:15		23	36			**76**	20				
07:30		**52**	23			**93**	32				
07:45		**102**	26	181	103	**120**	15	351	83	532	186
08:00		**81**	13			43	16				
08:15		**31**	14			46	14				
08:30		23	15			46	16				
08:45		15	13	150	55	33	9	168	55	318	110
09:00		15	13			20	8				
09:15		6	14			36	9				
09:30		11	11			33	7				
09:45		11	9	43	47	27	3	116	27	159	74
10:00		13	6			22	6				
10:15		10	8			24	7				
10:30		11	9			20	4				
10:45		16	4	50	27	15	3	81	20	131	47
11:00		16	8			18	3				
11:15		14	7			23	1				
11:30		18	4			20	3				
11:45		14	2	62	21	19	5	80	12	142	33
Total		532	1202	532	1202	1195	923	1195	923	1727	2125
Combined Total		1734		1734		2118		2118		3852	
AM Peak	-	07:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	266	-	-	-	351	-	-	-	-	-
P.H.F.		0.652				0.731					
PM Peak	-	-	02:00	-	-	-	01:45	-	-	-	-
Vol.	-	-	227	-	-	-	140	-	-	-	-
P.H.F.			0.645				0.729				
Percentage		30.7%	69.3%			56.4%	43.6%				
ADT/AADT		ADT 3,852		AADT 3,852							

Counts Unlimited, Inc.

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City of Corona
Serfas Club Drive
N/ Green River Road
24 Hour Directional Volume Count

COR001
Site Code: 051-23397

Start Time	4/25/23 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	78			14	75				
12:15		14	78			17	83				
12:30		5	81			12	73				
12:45		7	92	36	329	4	89	47	320	83	649
01:00		6	72			1	105				
01:15		4	75			4	97				
01:30		4	69			3	104				
01:45		3	**94**	17	310	5	96	13	402	30	712
02:00		3	**97**			3	85				
02:15		6	**91**			4	102				
02:30		1	**73**			1	105				
02:45		7	81	17	342	2	97	10	389	27	731
03:00		4	76			4	97				
03:15		5	81			0	106				
03:30		10	66			0	84				
03:45		10	77	29	300	2	162	6	449	35	749
04:00		13	60			7	159				
04:15		14	57			1	139				
04:30		28	83			4	147				
04:45		32	84	87	284	4	**167**	16	612	103	896
05:00		46	61			9	**169**				
05:15		61	76			7	**180**				
05:30		49	84			8	**157**				
05:45		78	71	234	292	18	125	42	631	276	923
06:00		48	66			17	116				
06:15		76	74			9	109				
06:30		89	72			13	112				
06:45		104	63	317	275	21	106	60	443	377	718
07:00		121	65			35	89				
07:15		**151**	66			63	82				
07:30		**134**	48			66	103				
07:45		**142**	55	548	234	42	73	206	347	754	581
08:00		**125**	54			53	89				
08:15		115	43			58	76				
08:30		93	45			55	67				
08:45		93	41	426	183	50	62	216	294	642	477
09:00		71	37			52	61				
09:15		105	30			52	57				
09:30		96	30			42	55				
09:45		62	31	334	128	60	43	206	216	540	344
10:00		74	20			38	41				
10:15		77	23			59	33				
10:30		69	19			63	28				
10:45		75	18	295	80	53	20	213	122	508	202
11:00		65	15			**53**	25				
11:15		92	16			**59**	20				
11:30		85	11			**76**	17				
11:45		85	13	327	55	**75**	19	263	81	590	136
Total		2667	2812	2667	2812	1298	4306	1298	4306	3965	7118
Combined Total		5479		5479		5604		5604		11083	
AM Peak	-	07:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	552	-	-	-	263	-	-	-	-	-
P.H.F.		0.914				0.865					
PM Peak	-	-	01:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	355	-	-	-	673	-	-	-	-
P.H.F.			0.915				0.935				
Percentage		48.7%	51.3%			23.2%	76.8%				
ADT/AADT		ADT 11,083		AADT 11,083							

Counts Unlimited, Inc.

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County of Riverside
Paseo Grande
N/ Ontario Avenue
24 Hour Directional Volume Count

CRV006
Site Code: 051-23397

Start Time	4/25/23 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	23			2	18				
12:15		1	32			2	16				
12:30		1	21			4	24				
12:45		0	28	5	104	1	21	9	79	14	183
01:00		2	31			1	23				
01:15		3	32			0	12				
01:30		0	**36**			1	29				
01:45		0	**33**	5	132	0	15	2	79	7	211
02:00		1	**54**			2	**31**				
02:15		1	**52**			3	**104**				
02:30		2	35			0	**90**				
02:45		0	19	4	160	2	**32**	7	257	11	417
03:00		3	20			1	25				
03:15		0	35			2	22				
03:30		2	24			0	35				
03:45		1	25	6	104	0	30	3	112	9	216
04:00		4	24			1	40				
04:15		3	25			2	28				
04:30		5	21			2	26				
04:45		5	15	17	85	2	38	7	132	24	217
05:00		6	19			0	21				
05:15		11	19			5	37				
05:30		10	18			7	36				
05:45		11	21	38	77	6	40	18	134	56	211
06:00		15	23			5	28				
06:15		16	20			6	28				
06:30		24	16			6	21				
06:45		31	17	86	76	11	18	28	95	114	171
07:00		39	23			10	23				
07:15		**79**	15			17	30				
07:30		**158**	18			**75**	16				
07:45		**183**	14	459	70	**117**	22	219	91	678	161
08:00		**41**	14			**80**	9				
08:15		29	15			**21**	16				
08:30		27	11			17	16				
08:45		28	13	125	53	21	11	139	52	264	105
09:00		21	5			21	16				
09:15		22	8			14	13				
09:30		22	5			15	10				
09:45		24	3	89	21	14	5	64	44	153	65
10:00		20	5			15	5				
10:15		19	6			4	12				
10:30		16	2			10	10				
10:45		15	8	70	21	8	3	37	30	107	51
11:00		18	3			19	8				
11:15		19	3			20	6				
11:30		17	5			29	4				
11:45		15	0	69	11	18	5	86	23	155	34
Total		973	914	973	914	619	1128	619	1128	1592	2042
Combined Total		1887		1887		1747		1747		3634	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	461	-	-	-	293	-	-	-	-	-
P.H.F.		0.630				0.626					
PM Peak	-	-	01:30	-	-	-	02:00	-	-	-	-
Vol.	-	-	175	-	-	-	257	-	-	-	-
P.H.F.			0.810				0.618				
Percentage		51.6%	48.4%			35.4%	64.6%				
ADT/AADT		ADT 3,634		AADT 3,634							

Counts Unlimited, Inc.

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County of Riverside
Paseo Grande
N/ Via Del Rio
24 Hour Directional Volume Count

CRV004
Site Code: 051-23397

Start Time	4/25/23 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	53			10	42				
12:15		5	81			3	34				
12:30		6	57			8	51				
12:45		4	72	18	263	9	52	30	179	48	442
01:00		5	52			10	36				
01:15		5	62			8	51				
01:30		2	73			5	81				
01:45		4	**55**	16	242	6	74	29	242	45	484
02:00		5	**59**			4	85				
02:15		4	**101**			5	94				
02:30		9	**84**			5	76				
02:45		5	50	23	294	1	66	15	321	38	615
03:00		5	55			1	76				
03:15		11	59			0	73				
03:30		16	77			3	70				
03:45		23	63	55	254	2	80	6	299	61	553
04:00		28	54			2	99				
04:15		39	61			3	80				
04:30		50	46			7	90				
04:45		53	39	170	200	6	98	18	367	188	567
05:00		72	40			5	**94**				
05:15		85	40			7	**112**				
05:30		81	46			8	**99**				
05:45		68	37	306	163	4	**112**	24	417	330	580
06:00		74	49			10	75				
06:15		96	39			16	81				
06:30		93	48			10	82				
06:45		76	49	339	185	13	77	49	315	388	500
07:00		86	44			18	72				
07:15		**125**	42			30	73				
07:30		**134**	38			**70**	56				
07:45		**129**	35	474	159	**68**	65	186	266	660	425
08:00		**127**	44			**27**	52				
08:15		114	32			**33**	57				
08:30		87	34			26	46				
08:45		88	34	416	144	27	54	113	209	529	353
09:00		74	21			36	40				
09:15		69	26			26	47				
09:30		74	19			19	42				
09:45		62	13	279	79	16	38	97	167	376	246
10:00		55	22			24	40				
10:15		67	17			30	43				
10:30		42	21			27	31				
10:45		64	13	228	73	29	25	110	139	338	212
11:00		63	13			40	19				
11:15		71	12			34	11				
11:30		52	6			36	9				
11:45		54	4	240	35	39	17	149	56	389	91
Total		2564	2091	2564	2091	826	2977	826	2977	3390	5068
Combined Total		4655		4655		3803		3803		8458	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	515	-	-	-	198	-	-	-	-	-
P.H.F.		0.961				0.707					
PM Peak	-	-	01:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	299	-	-	-	417	-	-	-	-
P.H.F.			0.740				0.931				
Percentage		55.1%	44.9%			21.7%	78.3%				
ADT/AADT		ADT 8,458		AADT 8,458							

Counts Unlimited, Inc.

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County of Riverside
Pine Crest Drive
E/ Serfas Club Drive
24 Hour Directional Volume Count

CRV002
Site Code: 051-23397

Start Time	4/25/23 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	10			0	2				
12:15		2	4			2	7				
12:30		1	8			1	11				
12:45		1	2	5	24	0	7	3	27	8	51
01:00		0	13			1	10				
01:15		0	10			0	3				
01:30		1	9			0	7				
01:45		0	20	1	52	0	6	1	26	2	78
02:00		0	18			0	**9**				
02:15		0	19			1	**22**				
02:30		0	12			0	**11**				
02:45		2	18	2	67	0	**10**	1	52	3	119
03:00		0	12			0	9				
03:15		1	15			1	11				
03:30		0	17			1	14				
03:45		0	27	1	71	1	9	3	43	4	114
04:00		1	15			1	5				
04:15		1	14			1	8				
04:30		0	15			4	10				
04:45		0	**22**	2	66	5	9	11	32	13	98
05:00		0	**19**			7	6				
05:15		1	**24**			11	12				
05:30		2	**19**			16	6				
05:45		1	20	4	82	16	5	50	29	54	111
06:00		0	17			16	8				
06:15		5	13			23	7				
06:30		4	15			34	4				
06:45		1	11	10	56	39	5	112	24	122	80
07:00		2	8			45	6				
07:15		**8**	7			**57**	6				
07:30		**27**	15			**66**	1				
07:45		**32**	12	69	42	**64**	3	232	16	301	58
08:00		**14**	8			**48**	5				
08:15		3	8			22	4				
08:30		4	6			18	1				
08:45		4	7	25	29	15	8	103	18	128	47
09:00		3	8			13	2				
09:15		3	3			7	1				
09:30		1	8			8	2				
09:45		6	5	13	24	12	1	40	6	53	30
10:00		1	2			5	2				
10:15		4	2			10	0				
10:30		5	8			9	0				
10:45		4	0	14	12	5	1	29	3	43	15
11:00		7	2			5	2				
11:15		9	4			4	1				
11:30		9	1			8	1				
11:45		11	0	36	7	9	1	26	5	62	12
Total		182	532	182	532	611	281	611	281	793	813
Combined Total		714		714		892		892		1606	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	81	-	-	-	235	-	-	-	-	-
P.H.F.		0.633				0.890					
PM Peak	-	-	04:45	-	-	-	02:00	-	-	-	-
Vol.	-	-	84	-	-	-	52	-	-	-	-
P.H.F.			0.875				0.591				
Percentage		25.5%	74.5%			68.5%	31.5%				
ADT/AADT		ADT 1,606		AADT 1,606							

Counts Unlimited, Inc.

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County of Riverside
Pine Crest Drive
W/ Paseo Grande
24 Hour Directional Volume Count

CRV005
Site Code: 051-23397

Start Time	4/25/23 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	8			0	2				
12:15		2	4			1	5				
12:30		1	5			0	10				
12:45		0	5	3	22	0	8	1	25	4	47
01:00		1	15			1	9				
01:15		0	6			0	4				
01:30		0	10			0	6				
01:45		0	17	1	48	0	7	1	26	2	74
02:00		0	18			0	**15**				
02:15		0	26			1	**30**				
02:30		0	12			0	**15**				
02:45		2	16	2	72	0	**9**	1	69	3	141
03:00		0	11			0	10				
03:15		1	**13**			1	13				
03:30		1	**17**			2	14				
03:45		0	**28**	2	69	0	11	3	48	5	117
04:00		1	**18**			1	9				
04:15		0	13			0	8				
04:30		0	15			2	7				
04:45		0	18	1	64	3	8	6	32	7	96
05:00		0	14			6	6				
05:15		2	24			11	11				
05:30		2	16			12	6				
05:45		2	21	6	75	14	7	43	30	49	105
06:00		2	15			15	5				
06:15		2	10			22	8				
06:30		2	16			30	7				
06:45		5	13	11	54	41	5	108	25	119	79
07:00		3	4			**45**	5				
07:15		**7**	8			**59**	3				
07:30		**26**	14			**64**	4				
07:45		**39**	9	75	35	**74**	6	242	18	317	53
08:00		**18**	6			35	5				
08:15		7	7			20	3				
08:30		5	4			18	3				
08:45		6	4	36	21	11	6	84	17	120	38
09:00		4	6			6	1				
09:15		4	2			9	2				
09:30		3	4			7	4				
09:45		8	3	19	15	10	1	32	8	51	23
10:00		2	1			5	1				
10:15		2	0			7	0				
10:30		2	5			5	0				
10:45		2	1	8	7	3	0	20	1	28	8
11:00		8	2			6	2				
11:15		8	3			8	2				
11:30		12	1			8	0				
11:45		11	0	39	6	8	1	30	5	69	11
Total		203	488	203	488	571	304	571	304	774	792
Combined Total		691		691		875		875		1566	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	90	-	-	-	242	-	-	-	-	-
P.H.F.		0.577				0.818					
PM Peak	-	-	03:15	-	-	-	02:00	-	-	-	-
Vol.	-	-	76	-	-	-	69	-	-	-	-
P.H.F.			0.679				0.575				
Percentage		29.4%	70.6%			65.3%	34.7%				
ADT/AADT		ADT 1,566		AADT 1,566							

Counts Unlimited, Inc.

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County of Riverside
Via Del Rio
B/ Via Bernardo - Kirkwood Drive
24 Hour Directional Volume Count

CRV009
Site Code: 051-23397

Start Time	4/25/23 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	41			3	37				
12:15		6	42			6	52				
12:30		5	40			4	53				
12:45		9	58	28	181	5	56	18	198	46	379
01:00		10	50			4	52				
01:15		7	51			5	45				
01:30		7	66			1	**56**				
01:45		6	64	30	231	5	**70**	15	223	45	454
02:00		1	66			4	**69**				
02:15		4	89			3	**71**				
02:30		4	99			8	56				
02:45		3	55	12	309	5	42	20	238	32	547
03:00		1	70			4	47				
03:15		1	76			10	47				
03:30		3	90			14	57				
03:45		3	104	8	340	19	63	47	214	55	554
04:00		4	99			20	68				
04:15		2	82			34	51				
04:30		6	93			49	43				
04:45		6	112	18	386	55	43	158	205	176	591
05:00		4	**107**			66	39				
05:15		7	**108**			89	41				
05:30		5	**99**			82	46				
05:45		5	**119**	21	433	76	29	313	155	334	588
06:00		10	75			63	37				
06:15		8	76			112	49				
06:30		11	79			101	40				
06:45		8	77	37	307	101	42	377	168	414	475
07:00		20	70			**120**	43				
07:15		23	58			**135**	36				
07:30		**68**	57			**136**	31				
07:45		**94**	63	205	248	**110**	38	501	148	706	396
08:00		**76**	49			92	43				
08:15		**35**	57			107	30				
08:30		23	31			98	38				
08:45		33	51	167	188	85	33	382	144	549	332
09:00		29	35			68	25				
09:15		23	39			62	27				
09:30		16	35			61	22				
09:45		20	34	88	143	63	16	254	90	342	233
10:00		23	36			54	22				
10:15		34	36			59	7				
10:30		19	22			28	19				
10:45		31	26	107	120	55	11	196	59	303	179
11:00		50	12			52	12				
11:15		34	12			65	10				
11:30		29	6			47	3				
11:45		49	14	162	44	41	7	205	32	367	76
Total		883	2930	883	2930	2486	1874	2486	1874	3369	4804
Combined Total		3813		3813		4360		4360		8173	
AM Peak	-	07:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	273	-	-	-	501	-	-	-	-	-
P.H.F.		0.726				0.921					
PM Peak	-	-	05:00	-	-	-	01:30	-	-	-	-
Vol.	-	-	433	-	-	-	266	-	-	-	-
P.H.F.			0.910				0.937				
Percentage		23.2%	76.8%			57.0%	43.0%				
ADT/AADT		ADT 8,173		AADT 8,173							

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County of Riverside
N/S: Paseo Grande
E/W: Via Del Rio
24 Hour Entering Volume Count

CRV001EW
Site Code: 051-23397

Start Time	4/25/23 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	5			3	40				
12:15		0	3			6	58				
12:30		1	4			4	51				
12:45		0	4	1	16	5	61	18	210	19	226
01:00		2	7			4	50				
01:15		0	7			4	49				
01:30		0	**12**			1	55				
01:45		0	**11**	2	37	5	**59**	14	213	16	250
02:00		0	**7**			4	**62**				
02:15		1	**17**			4	**74**				
02:30		0	9			8	**56**				
02:45		0	5	1	38	5	44	21	236	22	274
03:00		0	3			3	44				
03:15		2	9			11	48				
03:30		0	8			16	60				
03:45		0	8	2	28	23	62	53	214	55	242
04:00		1	8			23	58				
04:15		1	7			34	57				
04:30		1	7			48	41				
04:45		0	11	3	33	52	47	157	203	160	236
05:00		4	7			65	37				
05:15		0	10			88	45				
05:30		1	10			83	49				
05:45		2	8	7	35	75	32	311	163	318	198
06:00		0	5			78	38				
06:15		0	10			113	42				
06:30		1	4			100	43				
06:45		3	1	4	20	100	42	391	165	395	185
07:00		**6**	5			**122**	41				
07:15		**4**	7			**141**	35				
07:30		**21**	4			**136**	33				
07:45		**25**	7	56	23	**123**	37	522	146	578	169
08:00		2	4			94	42				
08:15		5	5			104	26				
08:30		5	3			90	37				
08:45		3	5	15	17	88	29	376	134	391	151
09:00		4	3			69	24				
09:15		1	0			62	24				
09:30		3	1			65	24				
09:45		6	2	14	6	57	16	253	88	267	94
10:00		2	7			55	26				
10:15		8	4			58	10				
10:30		2	0			26	19				
10:45		6	2	18	13	56	11	195	66	213	79
11:00		8	0			55	12				
11:15		3	1			61	11				
11:30		5	0			50	3				
11:45		4	1	20	2	44	9	210	35	230	37
Total		143	268	143	268	2521	1873	2521	1873	2664	2141
Combined Total		411		411		4394		4394		4805	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	56	-	-	-	522	-	-	-	-	-
P.H.F.		0.560				0.926					
PM Peak	-	-	01:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	47	-	-	-	251	-	-	-	-
P.H.F.			0.691				0.848				
Percentage		34.8%	65.2%			57.4%	42.6%				
ADT/AADT		ADT 4,805		AADT 4,805							

Counts Unlimited, Inc.

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County of Riverside
N/S: Paseo Grande
E/W: Via Del Rio
24 Hour Entering Volume Count

CRV001NS
Site Code: 051-23397

Start Time	4/25/23 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	24			10	42				
12:15		1	35			3	34				
12:30		1	25			8	51				
12:45		0	30	5	114	9	52	30	179	35	293
01:00		2	28			10	36				
01:15		3	34			8	51				
01:30		1	38			5	81				
01:45		0	31	6	131	6	74	29	242	35	373
02:00		1	**37**			4	85				
02:15		0	**106**			5	94				
02:30		2	**107**			5	76				
02:45		2	**33**	5	283	1	66	15	321	20	604
03:00		3	35			1	76				
03:15		1	34			0	73				
03:30		2	56			3	70				
03:45		2	47	8	172	2	80	6	299	14	471
04:00		5	36			2	99				
04:15		7	29			3	80				
04:30		5	27			7	90				
04:45		4	23	21	115	6	98	18	367	39	482
05:00		9	28			5	**94**				
05:15		8	25			7	**112**				
05:30		11	28			8	**99**				
05:45		7	26	35	107	4	**112**	24	417	59	524
06:00		15	28			10	75				
06:15		8	19			16	81				
06:30		19	25			10	82				
06:45		20	21	62	93	13	77	49	315	111	408
07:00		20	21			18	72				
07:15		45	20			30	73				
07:30		**81**	25			**70**	56				
07:45		**117**	19	263	85	**68**	65	186	266	449	351
08:00		**116**	13			**27**	52				
08:15		**47**	20			**33**	57				
08:30		22	11			26	46				
08:45		28	16	213	60	27	54	113	209	326	269
09:00		30	9			36	40				
09:15		24	12			26	47				
09:30		23	3			19	42				
09:45		23	6	100	30	16	38	97	167	197	197
10:00		20	2			24	40				
10:15		21	9			30	43				
10:30		22	5			27	31				
10:45		20	6	83	22	29	25	110	139	193	161
11:00		25	2			40	19				
11:15		28	2			34	11				
11:30		23	5			36	9				
11:45		26	0	102	9	39	17	149	56	251	65
Total		903	1221	903	1221	826	2977	826	2977	1729	4198
Combined Total		2124		2124		3803		3803		5927	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	361	-	-	-	198	-	-	-	-	-
P.H.F.		0.771				0.707					
PM Peak	-	-	02:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	283	-	-	-	417	-	-	-	-
P.H.F.			0.661				0.931				
Percentage		42.5%	57.5%			21.7%	78.3%				
ADT/AADT		ADT 5,927		AADT 5,927							

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APPENDIX 3.2: EXISTING (2023) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 3.2 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Green River Rd. & SR-91 WB Ramps	TS	Delay:	25.4	21.3	--	**58.7**	28.4	0.1	0.0	0.0	21.2	21.4	--	--	--	**58.1**	0.0	**59.9**
			LOS:	C	C		**E**	C	A	A	A	C	C				**E**	A	**E**
2	Green River Rd. & SR-91 EB Ramps	TS	Delay:	11.8	**56.6**	**57.9**	--	0.0	11.6	12.4	**76.7**	1.8	0.0	**57.8**	0.0	**57.9**	--	--	--
			LOS:	B	**E**	**E**		A	B	B	**E**	A	A	**E**	A	**E**			
3	Green River Rd. & Palisades Dr.	TS	Delay:	10.0	10.2	--	22.6	--	9.9	10.2	27.7	3.4	--	--	--	--	20.8	--	22.7
			LOS:	C	A		B		A	B	C	A					C		C
4	Driveway 1 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
5	Auto Center Dr. & Wardlow Rd.	TS	Delay:	11.0	12.5	21.2	18.2	19.6	10.0	10.1	23.2	12.4	12.4	29.1	15.8	16.0	19.0	0.0	14.0
			LOS:	B	B	C	B	B	B	B	C	B	B	C	B	B	B	A	B
6	Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	18.5	21.5	--	40.0	32.9	0.1	0.0	0.0	15.9	24.0	--	--	--	41.0	39.8	35.9
			LOS:	B	B		C	C	A	A	A	B	C				D	D	D
7	Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	5.5	6.1	35.5	--	0.0	5.4	5.9	43.7	0.0	0.0	35.8	0.0	33.9	--	--	--
			LOS:	A	A	D		A	A	A	D	A	A	D	A	C			
8	Serfas Club Dr. & Frontage Rd.	TS	Delay:	11.9	10.2	14.4	15.3	21.9	11.5	11.5	20.2	9.0	9.0	14.8	0.0	12.9	16.0	0.0	13.3
			LOS:	B	B	B	B	C	B	B	C	A	A	B	A	B	B	A	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	7.7	4.3	--	15.0	--	7.8	6.0	17.9	3.3	--	--	--	--	15.3	--	14.5
			LOS:	A	A		B		A	A	B	A					B		B
10	Driveway 2 & Pine Crest Dr.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	8.0	10.1	14.3	13.9	29.3	7.9	7.8	22.8	0.0	9.9	14.3	0.0	0.0	13.9	0.0	0.0
			LOS:	A	A	B	B	C	A	A	C	A	A	B	A	A	B	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	Delay:	5.8	10.4	--	0.0	17.8	5.3	0.0	0.0	8.9	11.3	10.9	--	--	0.0	0.0	0.0
			LOS:	A	B			B	A	A	A	A	B	B			A	A	A
13	Serfas Club Dr. & Green River Rd.	TS	Delay:	38.7	34.0	22.8	24.0	38.7	0.0	0.0	36.5	36.6	28.9	44.1	8.9	8.9	48.3	23.5	24.2
			LOS:	D	C	C	C	D	A	A	D	D	C	D	A	A	D	C	C
14	Driveway 3 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
15	Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	10.3	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		B														
16	Maple St. & SR-91 WB Off-Ramp	TS	Delay:	4.5	5.9	34.5	20.4	29.6	3.9	0.0	0.0	5.9	5.9	34.5	0.0	0.0	20.0	0.0	20.8
			LOS:	A	A	C	C	C	A	A	A	A	A	C	A	A	B	A	C
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	33.6	17.0	13.6	--	--	--	30.3	--	37.5	41.8	3.9	--	--	13.9	9.7
			LOS:		C	B	B				C		D	D	A			B	A
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	12.2	--	**58.4**	46.2	12.5	12.3	11.0	--	--	--	**81.0**	51.7	52.4	53.1	44.0	45.0
			LOS:	B		**E**	D	B	B	B				**F**	D	D	D	D	D
19	Paseo Grande & Frontage Rd.	AWS	Delay:	14.4	9.9	10.9	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	A	A													

Table Appendix 3.2 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20	Paseo Grande & Via Santiago	AWS	Delay:	26.5	11.2	10.6	12.3	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	D	B	B	B												
21	Paseo Grande & Via Del Rio	AWS	Delay:	30.2	16.9	11.6	**64.9**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	D	C	B	**F**												
22	Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.0	0.0	15.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C	A												
23	Paseo Grande & Driveway 4/Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
24	Paseo Grande & Pine Crest Dr.	AWS	Delay:	**60.8**	21.3	11.5	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	C	B													
25	Paseo Grande & Ontario Av.	AWS	Delay:	31.3	**75.0**	0.0	20.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	D	**F**		C												
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	49.3	25.2	16.9	14.0	0.0	49.3	0.0	25.3	0.0	25.1	28.9	6.6	6.6	**58.8**	14.2	9.3
			LOS:	D	C	B	B	A	D	A	C	A	C	C	A	A	**E**	B	A
27	Via Bernardo & 6th St.	TS	Delay:	18.3	0.0	7.8	9.6	18.5	0.0	17.8	0.0	0.0	0.0	45.8	7.6	7.6	27.3	9.0	0.0
			LOS:	B		A	A	B	A	B	A	A	A	D	A	A	C	A	A
28	Via Bernardo & Via Santiago	AWS	Delay:	8.4	7.9	8.3	9.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	A												
29	Via Bernardo & Via Del Rio	CSS	Delay:	--	14.9	0.6	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		B														
30	Kirkwood Dr. & Via Del Rio	CSS	Delay:	12.3	--	0.0	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
31	Avenida Del Vista & 6th St.	TS	Delay:	11.2	--	11.4	8.2	12.2	--	10.3	--	--	--	--	11.4	11.4	20.3	6.8	--
			LOS:	B		B	A	B		B					B	B	C	A	
32	Avenida Del Vista & Via Santiago	AWS	Delay:	12.5	12.0	12.1	14.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	B	B												
33	Avenida Del Vista & Via Del Rio	TS	Delay:	14.6	17.6	13.4	17.8	14.0	0.0	15.2	15.1	0.0	18.0	13.0	13.6	13.6	17.9	17.9	14.0
			LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34	Avenida Del Vista & Ontario Av.	AWS	Delay:	8.8	9.2	10.0	10.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	A												

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

Table Appendix 3.2 Summary-PM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Green River Rd. & SR-91 WB Ramps	TS	Delay:	28.7	7.8	--	**55.6**	51.5	0.2	0.0	0.0	7.7	7.8	--	--	--	**55.6**	0.0	**55.6**
		LOS:	C	A		**E**	D	A	A	A	A	A				**E**	A	**E**
2 Green River Rd. & SR-91 EB Ramps	TS	Delay:	25.7	31.3	37.0	--	0.0	25.6	26.0	**64.8**	15.4	0.0	25.0	0.0	39.1	--	--	--
		LOS:	C	C	D		A	C	C	**E**	B	A	C	A	D			
3 Green River Rd. & Palisades Dr.	TS	Delay:	7.5	5.1	--	18.3	--	7.4	7.5	19.0	3.7	--	--	--	--	18.5	--	18.0
		LOS:	A	A		B		A	A	B	A					B		B
4 Driveway 1 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
5 Auto Center Dr. & Wardlow Rd.	TS	Delay:	14.3	16.7	21.6	25.3	25.3	11.5	11.5	28.9	16.5	16.5	26.6	18.7	19.6	25.9	0.0	16.5
		LOS:	B	B	C	C	C	B	B	C	B	B	C	B	B	C	A	B
6 Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	9.4	9.0	--	35.3	41.3	0.1	0.0	0.0	9.0	9.1	--	--	--	35.6	0.0	32.3
		LOS:	A	A		D	D	A	A	A	A	A				D	A	C
7 Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	9.6	9.3	32.8	--	0.0	9.3	10.2	39.8	0.2	0.0	31.6	0.0	34.7	--	--	--
		LOS:	A	A	C		A	A	B	D	A	A	C	A	C			
8 Serfas Club Dr. & Frontage Rd.	TS	Delay:	13.0	12.3	12.8	13.2	21.1	12.5	12.5	17.2	11.2	11.1	13.1	0.0	12.2	13.6	0.0	11.9
		LOS:	B	B	B	B	C	B	B	B	B	B	B	A	B	B	A	B
9 Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	6.3	3.5	--	13.9	--	6.4	5.4	13.3	2.8	--	--	--	--	14.2	--	13.4
		LOS:	A	A		B		A	A	B	A					B		B
10 Driveway 2 & Pine Crest Dr.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
11 Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	5.8	9.4	0.0	0.0	25.5	5.2	5.2	23.7	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0
		LOS:	A	A			C	A	A	C	A	A	A	A	A	A	A	A
12 Serfas Club Dr. & Palisades Dr.	TS	Delay:	4.7	11.2	--	0.0	0.0	31.3	4.1	0.0	11.5	6.2	17.2	--	--	0.0	0.0	0.0
		LOS:	A	B			A	C	A	A	B	A	B			A	A	A
13 Serfas Club Dr. & Green River Rd.	TS	Delay:	29.4	26.0	17.4	14.8	29.4	0.0	0.0	27.4	0.0	20.1	29.9	15.6	15.5	35.3	14.2	14.2
		LOS:	C	C	B	B	C	A	A	C	A	C	C	B	B	D	B	B
14 Driveway 3 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
15 Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	8.9	7.3	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		A	A													
16 Maple St. & SR-91 WB Off-Ramp	TS	Delay:	4.5	5.2	32.7	20.5	0.0	4.5	0.0	0.0	5.2	0.0	32.7	0.0	0.0	20.7	0.0	19.9
		LOS:	A	A	C	C	A	A	A	A	A	A	C	A	A	C	A	B
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	29.0	13.9	14.5	--	--	--	29.9	--	27.3	41.3	10.1	--	--	14.6	13.0
		LOS:		C	B	B				C		C	D	B			B	B
18 Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	31.4	--	39.9	34.8	31.1	31.0	32.0	--	--	--	**60.2**	36.3	38.5	**72.8**	19.4	19.5
		LOS:	C		D	C	C	C	C				**E**	D	D	**E**	B	B
19 Paseo Grande & Frontage Rd.	AWS	Delay:	10.2	18.5	11.8	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	C	B													

Table Appendix 3.2 Summary-PM

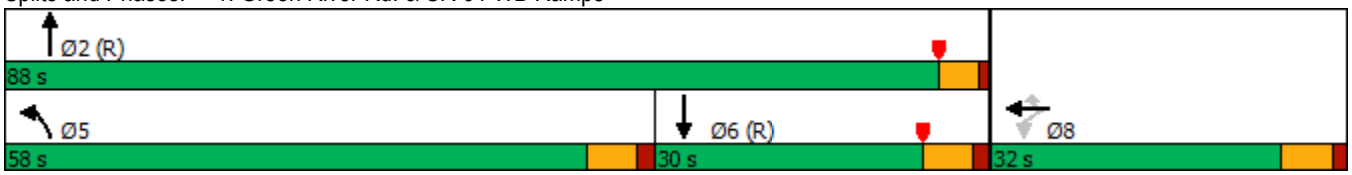
	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20 Paseo Grande & Via Santiago	AWS	Delay:	9.8	16.3	9.9	9.3	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	C	A	A												
21 Paseo Grande & Via Del Rio	AWS	Delay:	8.8	14.4	9.0	9.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	B	A	A												
22 Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	10.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
23 Paseo Grande & Driveway 4/Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
24 Paseo Grande & Pine Crest Dr.	AWS	Delay:	7.9	7.9	7.7	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	A													
25 Paseo Grande & Ontario Av.	AWS	Delay:	8.3	9.9	8.5	9.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	A	A												
26 Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	45.0	22.1	10.9	8.8	45.0	0.0	0.0	22.4	0.0	21.7	23.2	9.6	9.6	42.3	8.8	7.9
		LOS:	D	C	B	A	D	A	A	C	A	C	C	A	A	D	A	A
27 Via Bernardo & 6th St.	TS	Delay:	20.8	0.0	10.5	7.3	20.9	0.0	20.6	0.0	0.0	0.0	48.6	10.4	10.4	30.7	6.1	0.0
		LOS:	C		B	A	C	A	C	A	A	A	D	B	B	C	A	A
28 Via Bernardo & Via Santiago	AWS	Delay:	7.7	8.1	8.3	8.2	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	A	A												
29 Via Bernardo & Via Del Rio	CSS	Delay:	--	13.2	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		B														
30 Kirkwood Dr. & Via Del Rio	CSS	Delay:	12.5	--	0.0	1.5	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B															
31 Avenida Del Vista & 6th St.	TS	Delay:	21.6	--	13.0	9.8	24.0	--	19.4	--	--	--	--	13.0	13.1	30.5	3.4	--
		LOS:	C		B	A	C		B					B	B	C	A	
32 Avenida Del Vista & Via Santiago	AWS	Delay:	10.4	11.2	11.0	10.4	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	B	B	B												
33 Avenida Del Vista & Via Del Rio	TS	Delay:	13.0	13.3	14.7	13.1	11.5	0.0	13.7	11.5	0.0	13.9	11.9	14.8	14.9	11.9	13.3	13.3
		LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34 Avenida Del Vista & Ontario Av.	AWS	Delay:	7.9	8.5	9.0	9.1	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	A	A												

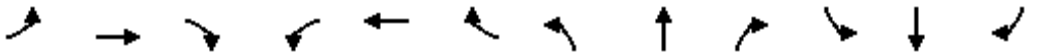
* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	19	3	107	1521	183	222
Future Volume (vph)	19	3	107	1521	183	222
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	32.0	32.0	32.0	58.0	88.0	30.0
Total Split (%)	26.7%	26.7%	26.7%	48.3%	73.3%	25.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	10.3	10.3	10.3	47.7	99.1	44.0
Actuated g/C Ratio	0.09	0.09	0.09	0.40	0.83	0.37
v/c Ratio	0.08	0.09	0.49	0.87	0.14	0.41
Control Delay	46.6	46.9	14.7	51.4	2.1	19.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	46.6	46.9	14.7	51.6	2.1	19.3
LOS	D	D	B	D	A	B
Approach Delay		20.2			46.3	19.3
Approach LOS		C			D	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 39.2	Intersection LOS: D
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	19	3	107	1521	183	0	0	222	256
Future Volume (veh/h)	0	0	0	19	3	107	1521	183	0	0	222	256
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				24	0	12	1728	208	0	0	252	186
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				104	0	46	1832	1629	0	0	905	643
Arrive On Green				0.03	0.00	0.03	0.61	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2077	1410
Grp Volume(v), veh/h				24	0	12	1728	208	0	0	225	213
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1617
Q Serve(g_s), s				0.8	0.0	0.9	37.9	0.0	0.0	0.0	9.5	9.9
Cycle Q Clear(g_c), s				0.8	0.0	0.9	37.9	0.0	0.0	0.0	9.5	9.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.87
Lane Grp Cap(c), veh/h				104	0	46	1832	1629	0	0	811	737
V/C Ratio(X)				0.23	0.00	0.26	0.94	0.13	0.00	0.00	0.28	0.29
Avail Cap(c_a), veh/h				772	0	343	2177	1629	0	0	811	737
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				56.9	0.0	57.0	22.3	0.0	0.0	0.0	20.3	20.4
Incr Delay (d2), s/veh				1.1	0.0	2.9	6.1	0.1	0.0	0.0	0.8	1.0
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				0.4	0.0	0.4	12.2	0.1	0.0	0.0	4.1	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				58.1	0.0	59.9	28.4	0.1	0.0	0.0	21.2	21.4
LnGrp LOS				E	A	E	C	A	A	A	C	C
Approach Vol, veh/h					36			1936			438	
Approach Delay, s/veh					58.7			25.4			21.3	
Approach LOS					E			C			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	110.5		49.8	60.7		9.5						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 83		52.0	24.0		26.0						
Max Q Clear Time (g_c+I1), s	2.0		39.9	11.9		2.9						
Green Ext Time (p_c), s	1.3		3.8	2.1		0.1						

Intersection Summary		
HCM 6th Ctrl Delay	25.1	
HCM 6th LOS	C	

Notes

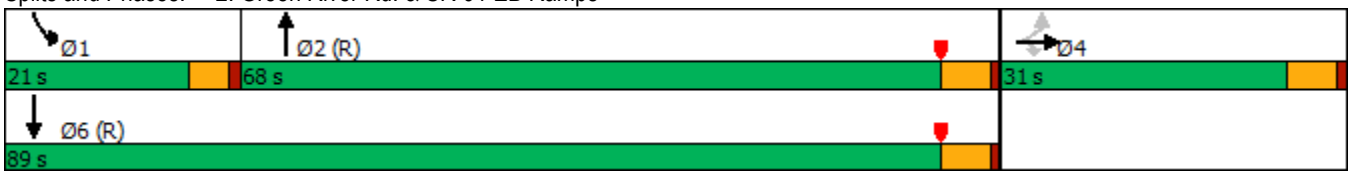
User approved volume balancing among the lanes for turning movement.

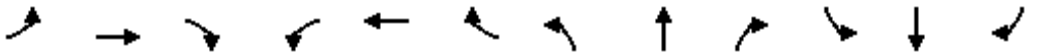
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1	178	1625	176	65
Future Volume (vph)	1	178	1625	176	65
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	31.0	31.0	68.0	21.0	89.0
Total Split (%)	25.8%	25.8%	56.7%	17.5%	74.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effct Green (s)	11.8	11.8	73.7	19.0	97.2
Actuated g/C Ratio	0.10	0.10	0.61	0.16	0.81
v/c Ratio	0.51	0.44	0.62	0.70	0.03
Control Delay	60.5	9.5	16.6	57.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	9.5	16.6	57.7	4.6
LOS	E	A	B	E	A
Approach Delay	25.3		16.6		43.4
Approach LOS	C		B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1	178	0	0	0	0	1625	100	176	65	0
Future Volume (veh/h)	79	1	178	0	0	0	0	1625	100	176	65	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	88	1	159				0	1806	102	196	72	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	142	2	224				0	3290	185	223	2942	0
Arrive On Green	0.08	0.08	0.08				0.00	0.67	0.67	0.13	0.83	0.00
Sat Flow, veh/h	1762	20	2790				0	5114	279	1781	3647	0
Grp Volume(v), veh/h	89	0	159				0	1242	666	196	72	0
Grp Sat Flow(s),veh/h/ln	1782	0	1395				0	1702	1820	1781	1777	0
Q Serve(g_s), s	5.8	0.0	6.7				0.0	23.1	23.2	13.0	0.4	0.0
Cycle Q Clear(g_c), s	5.8	0.0	6.7				0.0	23.1	23.2	13.0	0.4	0.0
Prop In Lane	0.99		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	143	0	224				0	2264	1211	223	2942	0
V/C Ratio(X)	0.62	0.00	0.71				0.00	0.55	0.55	0.88	0.02	0.00
Avail Cap(c_a), veh/h	379	0	593				0	2264	1211	245	2942	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	0.92	0.92	0.00
Uniform Delay (d), s/veh	53.4	0.0	53.8				0.0	10.6	10.6	51.6	1.8	0.0
Incr Delay (d2), s/veh	4.4	0.0	4.1				0.0	1.0	1.8	25.2	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	2.8	0.0	2.5				0.0	8.4	9.3	7.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	0.0	57.9				0.0	11.6	12.4	76.7	1.8	0.0
LnGrp LOS	E	A	E				A	B	B	E	A	A
Approach Vol, veh/h		248						1908			268	
Approach Delay, s/veh		57.9						11.8			56.6	
Approach LOS		E						B			E	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.5	85.3		15.1		104.9						
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5						
Max Green Setting (Gmax), s	16.5	62.5		25.5		83.5						
Max Q Clear Time (g_c+I1), s	15.0	25.2		8.7		2.4						
Green Ext Time (p_c), s	0.1	20.5		1.0		0.5						

Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	5	266	1406	77	198
Future Volume (vph)	5	266	1406	77	198
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	38.0	38.0	63.0	19.0	82.0
Total Split (%)	31.7%	31.7%	52.5%	15.8%	68.3%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	13.5	13.5	33.2	8.6	43.6
Actuated g/C Ratio	0.19	0.19	0.47	0.12	0.62
v/c Ratio	0.01	0.59	0.65	0.39	0.07
Control Delay	29.2	13.8	16.4	40.0	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	13.8	16.4	40.0	5.1
LOS	C	B	B	D	A
Approach Delay	14.0		16.4		14.9
Approach LOS	B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	266	1406	32	77	198
Future Volume (veh/h)	5	266	1406	32	77	198
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	71	1528	27	84	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	224	200	2588	46	118	3330
Arrive On Green	0.13	0.13	0.50	0.50	0.07	0.65
Sat Flow, veh/h	1781	1585	5335	91	1781	5274
Grp Volume(v), veh/h	5	71	1007	548	84	215
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1854	1781	1702
Q Serve(g_s), s	0.1	2.2	11.3	11.3	2.5	0.8
Cycle Q Clear(g_c), s	0.1	2.2	11.3	11.3	2.5	0.8
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	224	200	1705	929	118	3330
V/C Ratio(X)	0.02	0.36	0.59	0.59	0.71	0.06
Avail Cap(c_a), veh/h	1047	932	3601	1961	474	7195
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	20.7	21.6	9.6	9.6	24.7	3.4
Incr Delay (d2), s/veh	0.0	1.1	0.3	0.6	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	2.9	3.2	1.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	22.7	9.9	10.2	27.7	3.4
LnGrp LOS	C	C	A	B	C	A
Approach Vol, veh/h	76		1555			299
Approach Delay, s/veh	22.6		10.0			10.2
Approach LOS	C		A			B

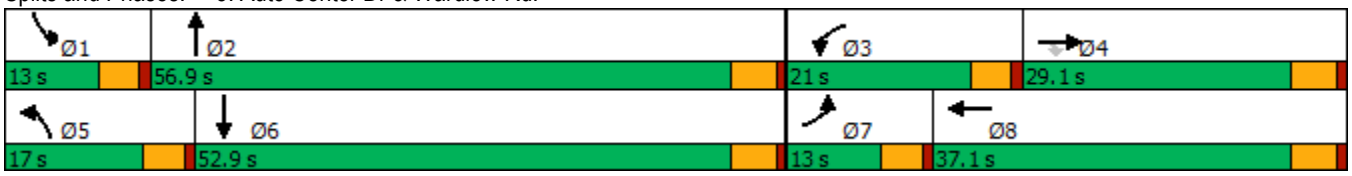
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.2	32.9			41.1	13.0
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	14.4	57.2			76.2	31.8
Max Q Clear Time (g_c+I1), s	4.5	13.3			2.8	4.2
Green Ext Time (p_c), s	0.1	13.8			1.4	0.2

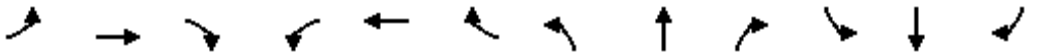
Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	1	7	60	10	38	322	10	558
Future Volume (vph)	4	1	7	60	10	38	322	10	558
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	13.0	29.1	29.1	21.0	37.1	17.0	56.9	13.0	52.9
Total Split (%)	10.8%	24.3%	24.3%	17.5%	30.9%	14.2%	47.4%	10.8%	44.1%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	5.9	13.2	13.2	9.0	13.8	6.8	32.2	6.0	29.8
Actuated g/C Ratio	0.12	0.28	0.28	0.19	0.29	0.14	0.68	0.13	0.63
v/c Ratio	0.02	0.00	0.01	0.19	0.02	0.16	0.17	0.04	0.27
Control Delay	30.2	20.0	0.0	24.6	17.0	27.6	9.3	29.7	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	20.0	0.0	24.6	17.0	27.6	9.3	29.7	12.5
LOS	C	B	A	C	B	C	A	C	B
Approach Delay		11.8			23.4		11.0		12.8
Approach LOS		B			C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 47.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 42.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1	7	60	10	1	38	322	57	10	558	20
Future Volume (veh/h)	4	1	7	60	10	1	38	322	57	10	558	20
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1	5	62	10	1	40	335	43	10	581	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	170	144	112	248	25	81	1032	131	23	1033	32
Arrive On Green	0.01	0.09	0.09	0.06	0.15	0.15	0.05	0.33	0.33	0.01	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	1673	167	1781	3171	404	1781	3519	109
Grp Volume(v), veh/h	4	1	5	62	0	11	40	187	191	10	293	306
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1840	1781	1777	1798	1781	1777	1851
Q Serve(g_s), s	0.1	0.0	0.1	1.3	0.0	0.2	0.8	3.0	3.1	0.2	5.3	5.3
Cycle Q Clear(g_c), s	0.1	0.0	0.1	1.3	0.0	0.2	0.8	3.0	3.1	0.2	5.3	5.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.22	1.00		0.06
Lane Grp Cap(c), veh/h	10	170	144	112	0	273	81	579	585	23	521	543
V/C Ratio(X)	0.41	0.01	0.03	0.55	0.00	0.04	0.50	0.32	0.33	0.43	0.56	0.56
Avail Cap(c_a), veh/h	391	1174	995	764	0	1540	578	2407	2435	391	2221	2313
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	15.8	15.9	17.4	0.0	13.9	17.8	9.7	9.7	18.7	11.4	11.4
Incr Delay (d2), s/veh	10.1	0.0	0.1	1.6	0.0	0.1	1.8	0.3	0.3	4.5	1.0	0.9
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	0.0	0.0	0.5	0.0	0.1	0.3	0.9	0.9	0.1	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	15.8	16.0	19.0	0.0	14.0	19.6	10.0	10.1	23.2	12.4	12.4
LnGrp LOS	C	B	B	B	A	B	B	B	B	C	B	B
Approach Vol, veh/h		10			73			418			609	
Approach Delay, s/veh		21.2			18.2			11.0			12.5	
Approach LOS		C			B			B			B	

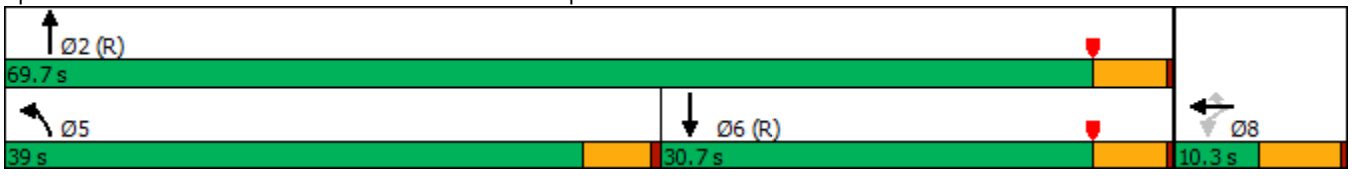
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	17.6	7.0	8.6	6.3	16.3	4.8	10.8
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	51.8	16.4	24.0	12.4	47.8	8.4	32.0
Max Q Clear Time (g_c+I1), s	2.2	5.1	3.3	2.1	2.8	7.3	2.1	2.2
Green Ext Time (p_c), s	0.0	2.3	0.0	0.0	0.0	3.9	0.0	0.0

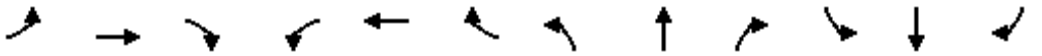
Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	57	53	34	488	383	181
Future Volume (vph)	57	53	34	488	383	181
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	10.3	10.3	10.3	39.0	69.7	30.7
Total Split (%)	12.9%	12.9%	12.9%	48.8%	87.1%	38.4%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	6.0	6.0	6.0	29.5	66.8	31.8
Actuated g/C Ratio	0.08	0.08	0.08	0.37	0.84	0.40
v/c Ratio	0.46	0.50	0.19	0.85	0.15	0.57
Control Delay	48.8	50.9	2.8	34.4	0.7	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7
Total Delay	48.8	50.9	2.8	34.4	0.7	23.9
LOS	D	D	A	C	A	C
Approach Delay		38.8			19.6	23.9
Approach LOS		D			B	C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	57	53	34	488	383	0	0	181	444
Future Volume (veh/h)	0	0	0	57	53	34	488	383	0	0	181	444
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		0.99
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				62	63	12	555	435	0	0	206	450
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				106	111	94	591	2889	0	0	753	662
Arrive On Green				0.06	0.06	0.06	0.55	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1781	1870	1585	1781	3647	0	0	1870	1563
Grp Volume(v), veh/h				62	63	12	555	435	0	0	206	450
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1781	1777	0	0	1777	1563
Q Serve(g_s), s				2.7	2.6	0.6	23.2	0.0	0.0	0.0	6.0	18.6
Cycle Q Clear(g_c), s				2.7	2.6	0.6	23.2	0.0	0.0	0.0	6.0	18.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				106	111	94	591	2889	0	0	753	662
V/C Ratio(X)				0.58	0.57	0.13	0.94	0.15	0.00	0.00	0.27	0.68
Avail Cap(c_a), veh/h				111	117	99	766	2889	0	0	753	662
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.93	0.93	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				36.7	36.6	35.6	17.1	0.0	0.0	0.0	15.0	18.6
Incr Delay (d2), s/veh				4.3	3.1	0.2	15.8	0.1	0.0	0.0	0.9	5.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.2	1.2	0.2	8.1	0.0	0.0	0.0	2.4	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.0	39.8	35.9	32.9	0.1	0.0	0.0	15.9	24.0
LnGrp LOS				D	D	D	C	A	A	A	B	C
Approach Vol, veh/h					137			990			656	
Approach Delay, s/veh					40.0			18.5			21.5	
Approach LOS					D			B			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.9			31.1	38.8		10.1				
Change Period (Y+Rc), s		4.9			4.6	4.9		5.3				
Max Green Setting (Gmax), s		64.8			34.4	25.8		5.0				
Max Q Clear Time (g_c+I1), s		2.0			25.2	20.6		4.7				
Green Ext Time (p_c), s		2.0			1.4	1.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	21.2	
HCM 6th LOS	C	

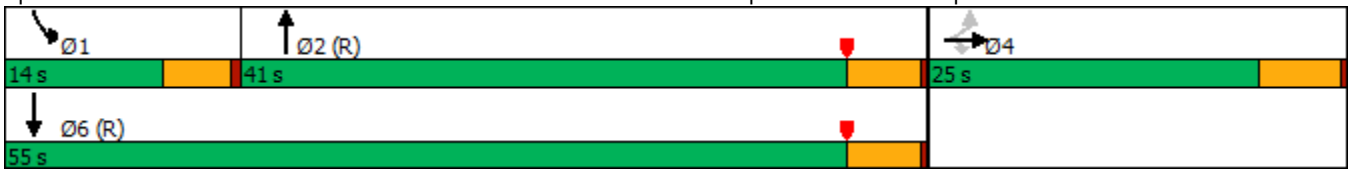
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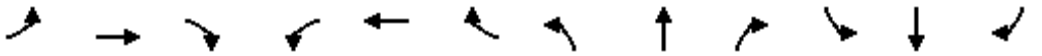
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	1	130	626	33	205
Future Volume (vph)	245	1	130	626	33	205
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	25.0	25.0	25.0	41.0	14.0	55.0
Total Split (%)	31.3%	31.3%	31.3%	51.3%	17.5%	68.8%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	10.8	10.8	10.8	51.4	7.1	59.0
Actuated g/C Ratio	0.14	0.14	0.14	0.64	0.09	0.74
v/c Ratio	0.58	0.58	0.42	0.36	0.22	0.08
Control Delay	41.8	42.0	9.6	6.4	24.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	42.0	9.6	6.4	24.8	4.9
LOS	D	D	A	A	C	A
Approach Delay		30.7		6.4		7.6
Approach LOS		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 12.1	Intersection LOS: B
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	1	130	0	0	0	0	626	430	33	205	0
Future Volume (veh/h)	245	1	130	0	0	0	0	626	430	33	205	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	262	0	55				0	666	337	35	218	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, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	364	0	162				0	2312	1063	60	2738	0
Arrive On Green	0.10	0.00	0.10				0.00	0.68	0.68	0.07	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1566	1781	3647	0
Grp Volume(v), veh/h	262	0	55				0	666	337	35	218	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1566	1781	1777	0
Q Serve(g_s), s	5.7	0.0	2.6				0.0	6.2	7.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	2.6				0.0	6.2	7.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	364	0	162				0	2312	1063	60	2738	0
V/C Ratio(X)	0.72	0.00	0.34				0.00	0.29	0.32	0.58	0.08	0.00
Avail Cap(c_a), veh/h	877	0	390				0	2312	1063	209	2738	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.79	0.79	0.80	0.80	0.00
Uniform Delay (d), s/veh	34.8	0.0	33.4				0.0	5.1	5.3	36.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.5				0.0	0.2	0.6	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	2.5	0.0	1.0				0.0	1.7	1.9	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	33.9				0.0	5.4	5.9	43.7	0.0	0.0
LnGrp LOS	D	A	C				A	A	A	D	A	A
Approach Vol, veh/h		317						1003			253	
Approach Delay, s/veh		35.5						5.5			6.1	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.3	59.2		13.5		66.5
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	9.4	36.1		19.7		50.1
Max Q Clear Time (g_c+I1), s	3.5	9.0		7.7		2.0
Green Ext Time (p_c), s	0.0	4.8		0.5		0.9

Intersection Summary		
HCM 6th Ctrl Delay		11.7
HCM 6th LOS		B

Notes

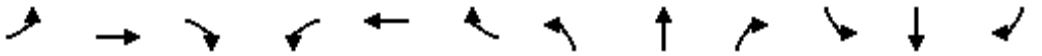
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	87	8	203	14	39	793	38	296
Future Volume (vph)	87	8	203	14	39	793	38	296
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	16.3	16.3	16.3	16.3	6.7	21.8	6.0	21.2
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.12	0.40	0.11	0.39
v/c Ratio	0.25	0.07	0.51	0.32	0.18	0.61	0.10	0.22
Control Delay	19.9	9.5	23.6	5.9	30.9	16.2	30.3	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	19.9	9.5	23.6	5.9	30.9	16.3	30.3	13.4
LOS	B	A	C	A	C	B	C	B
Approach Delay		16.9		15.1		17.0		15.4
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	8	28	203	14	176	39	793	43	38	296	1
Future Volume (veh/h)	87	8	28	203	14	176	39	793	43	38	296	1
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	8	19	209	14	50	40	818	44	39	305	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	439	115	273	473	83	296	79	1326	71	150	1402	5
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.04	0.39	0.39	0.04	0.39	0.39
Sat Flow, veh/h	1338	491	1167	1382	355	1267	1781	3427	184	3456	3633	12
Grp Volume(v), veh/h	90	0	27	209	0	64	40	424	438	39	149	157
Grp Sat Flow(s),veh/h/ln	1338	0	1659	1382	0	1621	1781	1777	1834	1728	1777	1868
Q Serve(g_s), s	2.5	0.0	0.5	5.9	0.0	1.3	0.9	8.2	8.2	0.5	2.4	2.4
Cycle Q Clear(g_c), s	3.8	0.0	0.5	6.5	0.0	1.3	0.9	8.2	8.2	0.5	2.4	2.4
Prop In Lane	1.00		0.70	1.00		0.78	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	439	0	387	473	0	379	79	687	709	150	686	721
V/C Ratio(X)	0.21	0.00	0.07	0.44	0.00	0.17	0.51	0.62	0.62	0.26	0.22	0.22
Avail Cap(c_a), veh/h	1478	0	1677	1547	0	1639	432	2277	2351	597	2153	2263
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	12.8	15.3	0.0	13.1	20.0	10.6	10.6	19.8	8.8	8.8
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.6	0.0	0.2	1.9	0.9	0.9	0.3	0.2	0.1
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	0.0	0.2	1.7	0.0	0.5	0.4	2.5	2.6	0.2	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	0.0	12.9	16.0	0.0	13.3	21.9	11.5	11.5	20.2	9.0	9.0
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		117			273			902			345	
Approach Delay, s/veh		14.4			15.3			11.9			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	21.7		14.7	6.5	21.6		14.7				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	7.4	54.9		* 43	10.4	51.9		* 43				
Max Q Clear Time (g_c+I1), s	2.5	10.2		5.8	2.9	4.4		8.5				
Green Ext Time (p_c), s	0.0	6.3		0.4	0.0	1.8		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		12.3	
HCM 6th LOS		B	

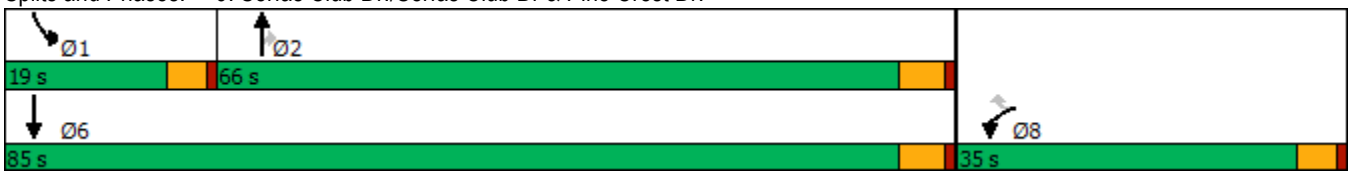
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	117	122	753	46	35	492
Future Volume (vph)	117	122	753	46	35	492
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	8.5	8.5	20.7	20.7	6.2	24.2
Actuated g/C Ratio	0.20	0.20	0.48	0.48	0.14	0.56
v/c Ratio	0.36	0.32	0.48	0.06	0.15	0.27
Control Delay	20.8	7.2	10.1	4.0	22.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	7.2	10.1	4.0	22.4	5.1
LOS	C	A	B	A	C	A
Approach Delay	13.9		9.8			6.3
Approach LOS	B		A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 43.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 9.2	Intersection LOS: A
Intersection Capacity Utilization 43.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	117	122	753	46	35	492
Future Volume (veh/h)	117	122	753	46	35	492
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	70	810	38	38	529
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	217	193	1503	656	79	2130
Arrive On Green	0.12	0.12	0.42	0.42	0.04	0.60
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	126	70	810	38	38	529
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	2.3	1.4	5.9	0.5	0.7	2.4
Cycle Q Clear(g_c), s	2.3	1.4	5.9	0.5	0.7	2.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	217	193	1503	656	79	2130
V/C Ratio(X)	0.58	0.36	0.54	0.06	0.48	0.25
Avail Cap(c_a), veh/h	1556	1384	6218	2713	737	8157
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	14.4	14.0	7.5	5.9	16.2	3.3
Incr Delay (d2), s/veh	0.9	0.4	0.3	0.0	1.7	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	0.8	0.4	1.4	0.1	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	14.5	7.8	6.0	17.9	3.3
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	196		848			567
Approach Delay, s/veh	15.0		7.7			4.3
Approach LOS	B		A			A

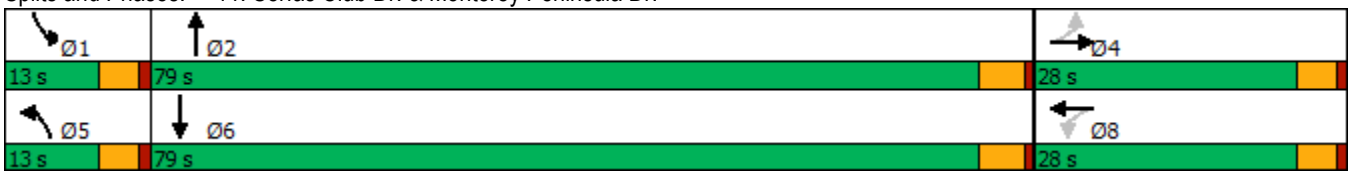
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.1	19.8			26.0	8.8
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9			79.9	30.4
Max Q Clear Time (g_c+I1), s	2.7	7.9			4.4	4.3
Green Ext Time (p_c), s	0.0	6.8			3.9	0.3

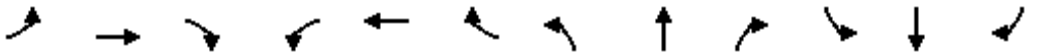
Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	53	2	8	1	4	725	11	565
Future Volume (vph)	53	2	8	1	4	725	11	565
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	28.0	28.0	28.0	28.0	13.0	79.0	13.0	79.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.8%	65.8%	10.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		12.5		12.5	5.6	31.5	5.8	31.6
Actuated g/C Ratio		0.25		0.25	0.11	0.64	0.12	0.64
v/c Ratio		0.22		0.08	0.02	0.35	0.06	0.55
Control Delay		17.8		11.4	27.5	7.8	26.9	11.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		17.8		11.4	27.5	7.8	26.9	11.1
LOS		B		B	C	A	C	B
Approach Delay		17.8		11.4		7.9		11.4
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	2	16	8	1	21	4	725	2	11	565	33
Future Volume (veh/h)	53	2	16	8	1	21	4	725	2	11	565	33
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		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	2	8	9	1	17	4	780	2	12	608	30
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	21	29	169	52	165	10	1642	4	28	815	40
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.01	0.45	0.45	0.02	0.46	0.46
Sat Flow, veh/h	1153	129	174	277	314	1006	1781	3636	9	1781	1765	87
Grp Volume(v), veh/h	67	0	0	27	0	0	4	381	401	12	0	638
Grp Sat Flow(s),veh/h/ln	1455	0	0	1597	0	0	1781	1777	1868	1781	0	1852
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	0.0	0.1	5.8	5.8	0.3	0.0	11.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.5	0.0	0.0	0.1	5.8	5.8	0.3	0.0	11.0
Prop In Lane	0.85		0.12	0.33		0.63	1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	411	0	0	386	0	0	10	803	844	28	0	856
V/C Ratio(X)	0.16	0.00	0.00	0.07	0.00	0.00	0.41	0.47	0.47	0.43	0.00	0.75
Avail Cap(c_a), veh/h	1035	0	0	1057	0	0	386	3384	3558	386	0	3528
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	13.8	0.0	0.0	19.2	7.4	7.4	18.9	0.0	8.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	10.1	0.4	0.4	3.9	0.0	1.3
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	0.0	0.0	0.2	0.0	0.0	0.1	1.5	1.5	0.1	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	13.9	0.0	0.0	29.3	7.9	7.8	22.8	0.0	9.9
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		67			27			786			650	
Approach Delay, s/veh		14.3			13.9			8.0			10.1	
Approach LOS		B			B			A			B	

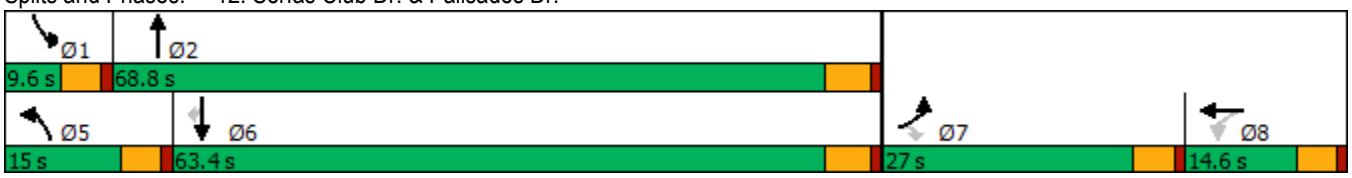
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	22.6		11.0	4.8	23.0		11.0				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	8.4	73.9		23.4	8.4	73.9		23.4				
Max Q Clear Time (g_c+I1), s	2.3	7.8		3.4	2.1	13.0		2.5				
Green Ext Time (p_c), s	0.0	5.5		0.3	0.0	5.0		0.1				

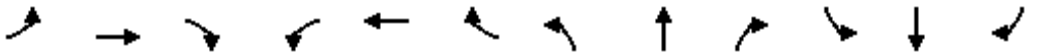
Intersection Summary			
HCM 6th Ctrl Delay		9.3	
HCM 6th LOS		A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	123	6	26	608	195	394		
Future Volume (vph)	123	6	26	608	195	394		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	27.0	27.0	15.0	68.8	63.4	63.4	9.6	14.6
Total Split (%)	22.5%	22.5%	12.5%	57.3%	52.8%	52.8%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	12.0	12.0	5.9	23.5	22.1	22.1		
Actuated g/C Ratio	0.29	0.29	0.14	0.58	0.54	0.54		
v/c Ratio	0.13	0.01	0.11	0.32	0.21	0.41		
Control Delay	13.7	0.0	21.3	6.8	9.1	2.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	13.7	0.0	21.3	6.8	9.1	2.8		
LOS	B	A	C	A	A	A		
Approach Delay				7.4	4.9			
Approach LOS				A	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 40.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 6.8	Intersection LOS: A
Intersection Capacity Utilization 36.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	0	6	0	0	0	26	608	0	0	195	394
Future Volume (veh/h)	123	0	6	0	0	0	26	608	0	0	195	394
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	0	3	0	0	0	28	661	0	0	212	338
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, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	736	0	0	0	6	0	61	1766	0	5	608	503
Arrive On Green	0.21	0.00	0.00	0.00	0.00	0.00	0.03	0.50	0.00	0.00	0.33	0.33
Sat Flow, veh/h	3456	134		0	-86037	0	1781	3647	0	1781	1870	1546
Grp Volume(v), veh/h	134	10.9		0	0	0	28	661	0	0	212	338
Grp Sat Flow(s),veh/h/ln	1728	B		0	1870	0	1781	1777	0	1781	1870	1546
Q Serve(g_s), s	1.1			0.0	0.0	0.0	0.5	3.8	0.0	0.0	2.9	6.3
Cycle Q Clear(g_c), s	1.1			0.0	0.0	0.0	0.5	3.8	0.0	0.0	2.9	6.3
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	736			0	6	0	61	1766	0	5	608	503
V/C Ratio(X)	0.18			0.00	0.00	0.00	0.46	0.37	0.00	0.00	0.35	0.67
Avail Cap(c_a), veh/h	2314			0	559	0	554	6768	0	266	3260	2695
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	10.8			0.0	0.0	0.0	15.8	5.2	0.0	0.0	8.6	9.7
Incr Delay (d2), s/veh	0.1			0.0	0.0	0.0	2.0	0.1	0.0	0.0	0.3	1.6
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
%ile BackOfQ(50%),veh/ln	0.3			0.0	0.0	0.0	0.2	0.7	0.0	0.0	0.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9			0.0	0.0	0.0	17.8	5.3	0.0	0.0	8.9	11.3
LnGrp LOS	B			A	A	A	B	A	A	A	A	B
Approach Vol, veh/h					0			689			550	
Approach Delay, s/veh					0.0			5.8			10.4	
Approach LOS								A			B	

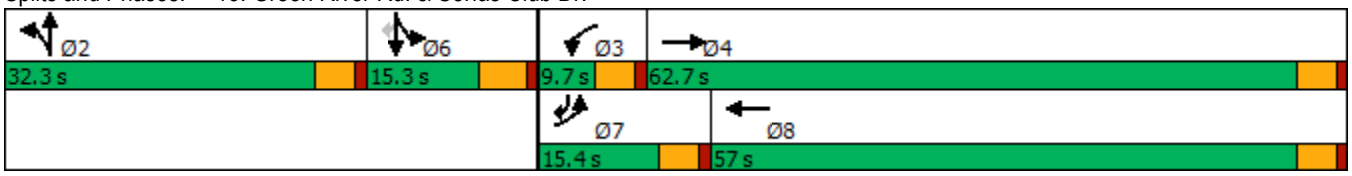
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	21.7			5.7	16.0	11.7	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	63.7			10.4	58.3	22.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	5.8			2.5	8.3	3.1	0.0				
Green Ext Time (p_c), s	0.0	5.1			0.0	2.6	0.3	0.0				

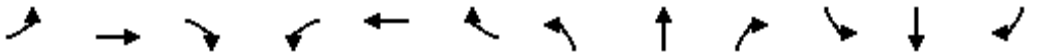
Intersection Summary			
HCM 6th Ctrl Delay		8.2	
HCM 6th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	254	384	11	1167	40	45	14	141
Future Volume (vph)	254	384	11	1167	40	45	14	141
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	15.4	62.7	9.7	57.0	32.3	15.3	15.3	15.4
Total Split (%)	12.8%	52.3%	8.1%	47.5%	26.9%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.0	65.8	5.6	49.4	13.7	11.1	11.1	21.8
Actuated g/C Ratio	0.12	0.70	0.06	0.52	0.14	0.12	0.12	0.23
v/c Ratio	0.66	0.16	0.11	0.81	0.25	0.15	0.15	0.30
Control Delay	54.0	9.4	53.0	26.2	34.0	48.0	48.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	9.4	53.0	26.2	34.0	48.0	48.0	8.1
LOS	D	A	D	C	C	D	D	A
Approach Delay		27.1		26.4	34.0		19.8	
Approach LOS		C		C	C		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	384	3	11	1167	249	5	40	22	45	14	141
Future Volume (veh/h)	254	384	3	11	1167	249	5	40	22	45	14	141
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	262	396	3	11	1203	242	5	41	13	30	36	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	2094	16	24	1457	291	13	108	34	184	194	319
Arrive On Green	0.10	0.58	0.58	0.01	0.49	0.49	0.09	0.09	0.09	0.10	0.10	0.10
Sat Flow, veh/h	3456	3615	27	1781	2946	588	152	1245	395	1781	1870	1585
Grp Volume(v), veh/h	262	195	204	11	721	724	59	0	0	30	36	34
Grp Sat Flow(s),veh/h/ln	1728	1777	1865	1781	1777	1757	1792	0	0	1781	1870	1585
Q Serve(g_s), s	6.5	4.6	4.6	0.5	30.5	31.3	2.7	0.0	0.0	1.4	1.6	1.5
Cycle Q Clear(g_c), s	6.5	4.6	4.6	0.5	30.5	31.3	2.7	0.0	0.0	1.4	1.6	1.5
Prop In Lane	1.00		0.01	1.00		0.33	0.08		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	338	1029	1080	24	879	869	155	0	0	184	194	319
V/C Ratio(X)	0.77	0.19	0.19	0.46	0.82	0.83	0.38	0.00	0.00	0.16	0.19	0.11
Avail Cap(c_a), veh/h	423	1167	1225	103	1052	1040	560	0	0	204	214	336
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	1.00	1.00
Uniform Delay (d), s/veh	38.9	8.8	8.8	43.3	19.0	19.2	38.1	0.0	0.0	36.1	36.2	28.8
Incr Delay (d2), s/veh	5.2	0.1	0.1	5.1	4.5	5.0	0.6	0.0	0.0	0.4	0.5	0.1
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	3.0	1.6	1.7	0.3	12.7	12.9	1.2	0.0	0.0	0.6	0.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	8.9	8.9	48.3	23.5	24.2	38.7	0.0	0.0	36.5	36.6	28.9
LnGrp LOS	D	A	A	D	C	C	D	A	A	D	D	C
Approach Vol, veh/h		661			1456			59			100	
Approach Delay, s/veh		22.8			24.0			38.7			34.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.3	5.8	55.9		14.3	13.2	48.4				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 58		10.1	10.8	* 52				
Max Q Clear Time (g_c+I1), s		4.7	2.5	6.6		3.6	8.5	33.3				
Green Ext Time (p_c), s		0.2	0.0	2.6		0.1	0.1	10.4				

Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	80	234	3	3	5
Future Vol, veh/h	1	80	234	3	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	99	289	4	4	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	293	0	-	0	392	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1269	-	-	-	612	748
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1269	-	-	-	611	748
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	923	-

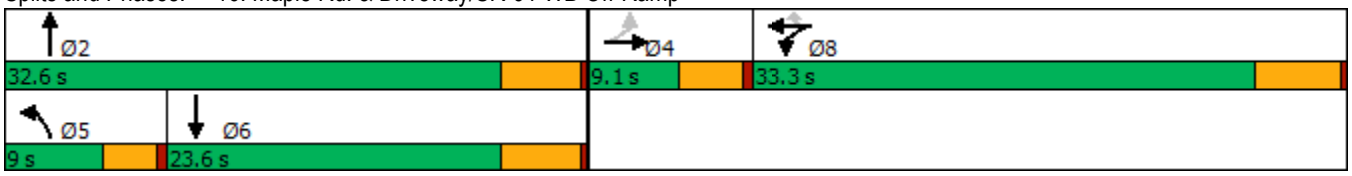
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.3
HCM LOS			B

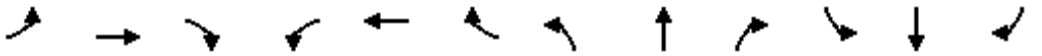
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1269	-	-	-	690
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Control Delay (s)	7.8	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	2	0	38	4	57	6	253	263
Future Volume (vph)	2	0	38	4	57	6	253	263
Turn Type	Perm	NA	Split	NA	Perm	Prot	NA	NA
Protected Phases		4	8	8		5	2	6
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	5	2	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)	9.1	9.1	33.3	33.3	33.3	8.5	29.9	9.9
Total Split (s)	9.1	9.1	33.3	33.3	33.3	9.0	32.6	23.6
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	12.0%	43.5%	31.5%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	3.0	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.1	5.3	5.3	5.3	3.5	4.9	4.9
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max
Act Effct Green (s)		5.2	8.5	8.5	8.5	5.3	37.5	36.3
Actuated g/C Ratio		0.10	0.17	0.17	0.17	0.10	0.73	0.71
v/c Ratio		0.01	0.08	0.08	0.16	0.03	0.10	0.11
Control Delay		0.0	16.8	16.7	0.9	25.8	6.8	9.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.0	16.8	16.7	0.9	25.8	6.8	9.0
LOS		A	B	B	A	C	A	A
Approach Delay				7.6			7.3	9.0
Approach LOS				A			A	A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.16	
Intersection Signal Delay: 8.0	Intersection LOS: A
Intersection Capacity Utilization 27.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	38	4	57	6	253	0	0	263	5
Future Volume (veh/h)	2	0	2	38	4	57	6	253	0	0	263	5
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	2	0	2	43	0	41	6	269	0	0	280	5
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	5	0	5	256	0	114	14	2163	0	0	1870	33
Arrive On Green	0.01	0.00	0.01	0.07	0.00	0.07	0.01	0.61	0.00	0.00	0.52	0.52
Sat Flow, veh/h	839	0	839	3563	0	1585	1781	3647	0	0	3666	64
Grp Volume(v), veh/h	4	0	0	43	0	41	6	269	0	0	139	146
Grp Sat Flow(s),veh/h/ln	1677	0	0	1781	0	1585	1781	1777	0	0	1777	1859
Q Serve(g_s), s	0.1	0.0	0.0	0.5	0.0	1.1	0.2	1.5	0.0	0.0	1.8	1.8
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.5	0.0	1.1	0.2	1.5	0.0	0.0	1.8	1.8
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.00	0.00		0.03
Lane Grp Cap(c), veh/h	9	0	0	256	0	114	14	2163	0	0	930	973
V/C Ratio(X)	0.44	0.00	0.00	0.17	0.00	0.36	0.42	0.12	0.00	0.00	0.15	0.15
Avail Cap(c_a), veh/h	184	0	0	2192	0	975	215	2163	0	0	930	973
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	19.8	0.0	20.1	22.5	3.8	0.0	0.0	5.6	5.6
Incr Delay (d2), s/veh	11.9	0.0	0.0	0.1	0.0	0.7	7.1	0.1	0.0	0.0	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	0.1	0.0	0.0	0.2	0.0	0.4	0.1	0.3	0.0	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	0.0	20.0	0.0	20.8	29.6	3.9	0.0	0.0	5.9	5.9
LnGrp LOS	C	A	A	B	A	C	C	A	A	A	A	A
Approach Vol, veh/h		4			84			275			285	
Approach Delay, s/veh		34.5			20.4			4.5			5.9	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.3	3.9	28.7		8.6				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		3.5		2.1	2.2	3.8		3.1				
Green Ext Time (p_c), s		1.1		0.0	0.0	0.8		0.1				

Intersection Summary		
HCM 6th Ctrl Delay	7.4	
HCM 6th LOS	A	

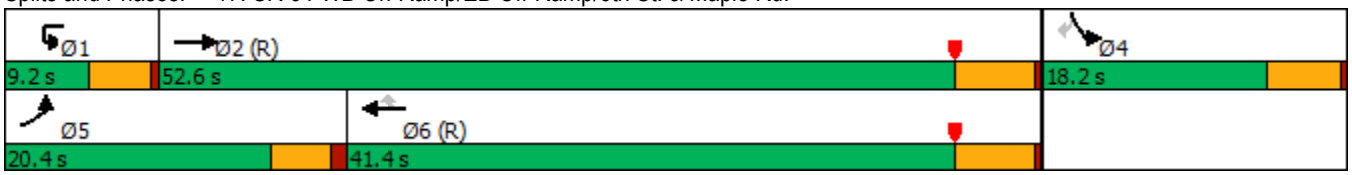
Notes

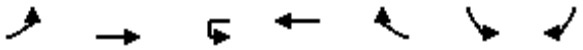
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	150	286	900	109	132	171	
Future Volume (vph)	150	286	900	109	132	171	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	20.4	52.6	41.4	41.4	18.2	18.2	9.2
Total Split (%)	25.5%	65.8%	51.8%	51.8%	22.8%	22.8%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	None
Act Effct Green (s)	12.8	56.5	39.1	39.1	13.3	13.3	
Actuated g/C Ratio	0.16	0.71	0.49	0.49	0.17	0.17	
v/c Ratio	0.63	0.14	0.62	0.16	0.28	0.47	
Control Delay	41.4	4.0	17.5	3.1	30.6	8.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.4	4.0	17.5	3.1	30.6	8.7	
LOS	D	A	B	A	C	A	
Approach Delay		16.9	15.9		18.3		
Approach LOS		B	B		B		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	150	286	0	900	109	132	171
Future Volume (veh/h)	150	286	0	900	109	132	171
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	179	340		1071	84	157	136
Peak Hour Factor	0.84	0.84		0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	220	2510		1867	816	575	264
Arrive On Green	0.12	0.71		0.53	0.53	0.17	0.17
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	179	340		1071	84	157	136
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	7.8	2.5		16.4	2.2	3.2	6.3
Cycle Q Clear(g_c), s	7.8	2.5		16.4	2.2	3.2	6.3
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	220	2510		1867	816	575	264
V/C Ratio(X)	0.81	0.14		0.57	0.10	0.27	0.52
Avail Cap(c_a), veh/h	352	2510		1867	816	575	264
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	34.2	3.8		12.9	9.5	29.1	30.4
Incr Delay (d2), s/veh	7.6	0.1		1.0	0.2	1.2	7.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.6		6.0	0.7	1.4	6.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	41.8	3.9		13.9	9.7	30.3	37.5
LnGrp LOS	D	A		B	A	C	D
Approach Vol, veh/h		519		1155		293	
Approach Delay, s/veh		17.0		13.6		33.6	
Approach LOS		B		B		C	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		61.8		18.2	14.5	47.3	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		47.3		13.3	15.8	36.1	
Max Q Clear Time (g_c+I1), s		4.5		8.3	9.8	18.4	
Green Ext Time (p_c), s		1.3		0.3	0.2	5.1	

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

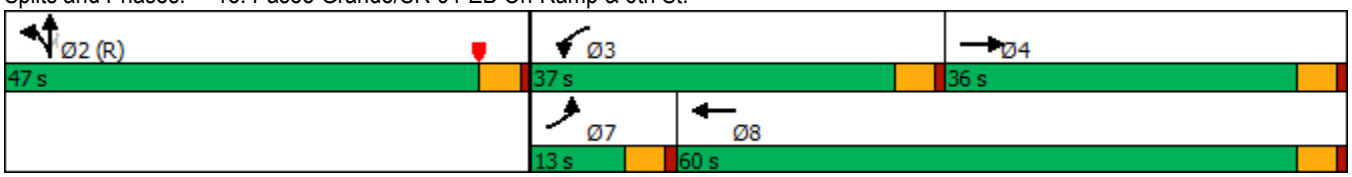
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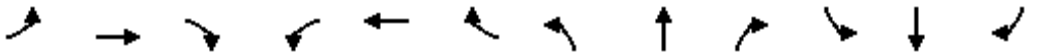
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	85	226	220	716	257	250	198
Future Volume (vph)	85	226	220	716	257	250	198
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	13.0	36.0	37.0	60.0	47.0	47.0	47.0
Total Split (%)	10.8%	30.0%	30.8%	50.0%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	8.1	20.2	20.8	32.9	65.2	65.2	65.2
Actuated g/C Ratio	0.07	0.17	0.17	0.27	0.54	0.54	0.54
v/c Ratio	0.78	0.59	0.79	0.65	0.28	0.32	0.23
Control Delay	94.8	41.3	65.1	38.8	18.1	18.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.8	41.3	65.1	38.8	18.1	18.6	3.4
LOS	F	D	E	D	B	B	A
Approach Delay		52.2		44.3		14.2	
Approach LOS		D		D		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 36.0	Intersection LOS: D
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	226	107	220	716	108	257	250	198	0	0	0
Future Volume (veh/h)	85	226	107	220	716	108	257	250	198	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	93	248	80	242	787	85	278	280	109			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	116	373	117	271	1065	114	1054	1107	926			
Arrive On Green	0.07	0.14	0.14	0.15	0.23	0.23	0.59	0.59	0.59			
Sat Flow, veh/h	1781	2645	830	1781	4672	501	1781	1870	1565			
Grp Volume(v), veh/h	93	164	164	242	572	300	278	280	109			
Grp Sat Flow(s),veh/h/ln	1781	1777	1698	1781	1702	1769	1781	1870	1565			
Q Serve(g_s), s	6.2	10.5	11.0	16.0	18.7	18.9	9.1	8.6	3.7			
Cycle Q Clear(g_c), s	6.2	10.5	11.0	16.0	18.7	18.9	9.1	8.6	3.7			
Prop In Lane	1.00		0.49	1.00		0.28	1.00		1.00			
Lane Grp Cap(c), veh/h	116	250	239	271	776	403	1054	1107	926			
V/C Ratio(X)	0.80	0.66	0.68	0.89	0.74	0.74	0.26	0.25	0.12			
Avail Cap(c_a), veh/h	125	465	444	481	1572	817	1054	1107	926			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.99	0.99	0.99	0.71	0.71	0.71	1.00	1.00	1.00			
Uniform Delay (d), s/veh	55.3	48.8	49.0	49.9	43.0	43.1	11.8	11.8	10.7			
Incr Delay (d2), s/veh	25.7	2.9	3.4	3.2	1.0	1.9	0.6	0.5	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			
%ile BackOfQ(50%),veh/ln	3.6	4.8	4.8	7.3	7.9	8.4	3.8	3.8	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.0	51.7	52.4	53.1	44.0	45.0	12.5	12.3	11.0			
LnGrp LOS	F	D	D	D	D	D	B	B	B			
Approach Vol, veh/h		421			1114			667				
Approach Delay, s/veh		58.4			46.2			12.2				
Approach LOS		E			D			B				
Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		75.6	22.9	21.5			12.4	32.0				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		42.4	32.4	31.4			8.4	55.4				
Max Q Clear Time (g_c+I1), s		11.1	18.0	13.0			8.2	20.9				
Green Ext Time (p_c), s		1.7	0.3	1.7			0.0	6.5				
Intersection Summary												
HCM 6th Ctrl Delay			38.2									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	9	39	586	155	170
Future Vol, veh/h	111	9	39	586	155	170
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	10	42	630	167	183
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	10.9	14.4	9.9
HCM LOS	B	B	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	17%	0%	93%	0%	0%
Vol Thru, %	83%	100%	0%	100%	0%
Vol Right, %	0%	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	391	120	155	170
LT Vol	39	0	111	0	0
Through Vol	195	391	0	155	0
RT Vol	0	0	9	0	170
Lane Flow Rate	252	420	129	167	183
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.374	0.614	0.221	0.265	0.255
Departure Headway (Hd)	5.343	5.259	6.168	5.723	5.016
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	665	681	585	632	720
Service Time	3.138	3.054	4.178	3.423	2.716
HCM Lane V/C Ratio	0.379	0.617	0.221	0.264	0.254
HCM Control Delay	11.4	16.2	10.9	10.5	9.4
HCM Lane LOS	B	C	B	B	A
HCM 95th-tile Q	1.7	4.2	0.8	1.1	1

Intersection	
Intersection Delay, s/veh	19.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	24	7	39	50	118	4	471	22	8	149	7
Future Vol, veh/h	36	24	7	39	50	118	4	471	22	8	149	7
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	27	8	44	57	134	5	535	25	9	169	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	12.3	26.5	11.2
HCM LOS	B	B	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	54%	19%	5%
Vol Thru, %	95%	36%	24%	91%
Vol Right, %	4%	10%	57%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	497	67	207	164
LT Vol	4	36	39	8
Through Vol	471	24	50	149
RT Vol	22	7	118	7
Lane Flow Rate	565	76	235	186
Geometry Grp	1	1	1	1
Degree of Util (X)	0.81	0.137	0.377	0.296
Departure Headway (Hd)	5.163	6.482	5.772	5.722
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	700	550	621	624
Service Time	3.208	4.565	3.838	3.787
HCM Lane V/C Ratio	0.807	0.138	0.378	0.298
HCM Control Delay	26.5	10.6	12.3	11.2
HCM Lane LOS	D	B	B	B
HCM 95th-tile Q	8.4	0.5	1.8	1.2

Intersection	
Intersection Delay, s/veh	42.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	13	37	158	49	288	29	224	104	45	152	2
Future Vol, veh/h	2	13	37	158	49	288	29	224	104	45	152	2
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	16	45	193	60	351	35	273	127	55	185	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	64.9	30.2	16.9
HCM LOS	B	F	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	23%
Vol Thru, %	63%	25%	10%	76%
Vol Right, %	29%	71%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	357	52	495	199
LT Vol	29	2	158	45
Through Vol	224	13	49	152
RT Vol	104	37	288	2
Lane Flow Rate	435	63	604	243
Geometry Grp	1	1	1	1
Degree of Util (X)	0.791	0.13	1.013	0.484
Departure Headway (Hd)	6.544	7.514	6.039	7.178
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	549	480	598	498
Service Time	4.627	5.514	4.106	5.278
HCM Lane V/C Ratio	0.792	0.131	1.01	0.488
HCM Control Delay	30.2	11.6	64.9	16.9
HCM Lane LOS	D	B	F	C
HCM 95th-tile Q	7.4	0.4	15.5	2.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	6	2	340	339	8
Future Vol, veh/h	17	6	2	340	339	8
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	8	3	472	471	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	982	504	509	0	-	0
Stage 1	504	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	276	568	1056	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	261	553	1029	-	-	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1029	-	424	-	-
HCM Lane V/C Ratio	0.003	-	0.075	-	-
HCM Control Delay (s)	8.5	0	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	41
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	74	163	321	273	72
Future Vol, veh/h	21	74	163	321	273	72
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	109	240	472	401	106
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.5	60.8	21.3
HCM LOS	B	F	C

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	34%	22%	0%
Vol Thru, %	66%	0%	79%
Vol Right, %	0%	78%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	484	95	345
LT Vol	163	21	0
Through Vol	321	0	273
RT Vol	0	74	72
Lane Flow Rate	712	140	507
Geometry Grp	1	1	1
Degree of Util (X)	1.017	0.246	0.734
Departure Headway (Hd)	5.142	6.349	5.206
Convergence, Y/N	Yes	Yes	Yes
Cap	705	564	695
Service Time	3.176	4.41	3.246
HCM Lane V/C Ratio	1.01	0.248	0.729
HCM Control Delay	60.8	11.5	21.3
HCM Lane LOS	F	B	C
HCM 95th-tile Q	17	1	6.5

Intersection	
Intersection Delay, s/veh	40.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	110	0	223	0	243	93	164	125	0
Future Vol, veh/h	0	0	0	110	0	223	0	243	93	164	125	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	169	0	343	0	374	143	252	192	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

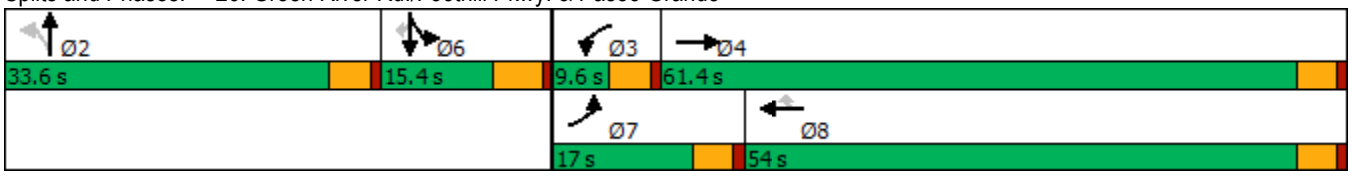
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	0	20	31.3	75
HCM LOS	-	C	D	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	57%
Vol Thru, %	100%	0%	100%	0%	100%	0%	43%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	243	93	0	110	0	223	289
LT Vol	0	0	0	110	0	0	164
Through Vol	243	0	0	0	0	0	125
RT Vol	0	93	0	0	0	223	0
Lane Flow Rate	374	143	0	169	0	343	445
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	0.824	0.287	0	0.377	0	0.659	1.012
Departure Headway (Hd)	7.936	7.216	10.114	8.192	7.677	6.912	8.193
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	456	498	0	442	0	521	445
Service Time	5.688	4.968	7.814	5.892	5.377	4.657	5.943
HCM Lane V/C Ratio	0.82	0.287	0	0.382	0	0.658	1
HCM Control Delay	38.4	12.9	12.8	15.8	10.4	22.1	75
HCM Lane LOS	E	B	N	C	N	C	F
HCM 95th-tile Q	7.8	1.2	0	1.7	0	4.8	13.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	208	242	1	1060	54	1	30	0	197
Future Volume (vph)	208	242	1	1060	54	1	30	0	197
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8		2	6	6	
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	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	21.7	9.6	32.7	32.7	31.7	15.4	15.4	15.4
Total Split (s)	17.0	61.4	9.6	54.0	54.0	33.6	15.4	15.4	15.4
Total Split (%)	14.2%	51.2%	8.0%	45.0%	45.0%	28.0%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.4	4.4	4.4
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.1	48.5	5.4	34.7	34.7	12.9	10.7	10.7	10.7
Actuated g/C Ratio	0.13	0.64	0.07	0.46	0.46	0.17	0.14	0.14	0.14
v/c Ratio	0.51	0.12	0.01	0.73	0.08	0.00	0.13	0.18	0.18
Control Delay	38.5	7.8	45.0	21.1	0.2	32.0	38.5	0.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	7.8	45.0	21.1	0.2	32.0	38.5	0.6	0.6
LOS	D	A	D	C	A	C	D	A	A
Approach Delay		21.9		20.1		32.0		5.7	
Approach LOS		C		C		C		A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 75.3		
Natural Cycle: 90		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.73		
Intersection Signal Delay: 18.7	Intersection LOS: B	
Intersection Capacity Utilization 58.3%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	242	1	1	1060	54	0	1	0	30	0	197
Future Volume (veh/h)	208	242	1	1	1060	54	0	1	0	30	0	197
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	272	1	1	1191	46	0	1	0	34	0	60
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	2059	8	3	1669	744	0	5	0	226	0	401
Arrive On Green	0.10	0.57	0.57	0.00	0.47	0.47	0.00	0.00	0.00	0.13	0.00	0.13
Sat Flow, veh/h	3456	3631	13	1781	3554	1585	0	1870	0	1781	0	3170
Grp Volume(v), veh/h	234	133	140	1	1191	46	0	1	0	34	0	60
Grp Sat Flow(s),veh/h/ln	1728	1777	1868	1781	1777	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	4.2	2.2	2.3	0.0	17.2	1.0	0.0	0.0	0.0	1.1	0.0	1.1
Cycle Q Clear(g_c), s	4.2	2.2	2.3	0.0	17.2	1.0	0.0	0.0	0.0	1.1	0.0	1.1
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	1007	1059	3	1669	744	0	5	0	226	0	401
V/C Ratio(X)	0.69	0.13	0.13	0.36	0.71	0.06	0.00	0.19	0.00	0.15	0.00	0.15
Avail Cap(c_a), veh/h	668	1570	1650	139	2730	1217	0	842	0	278	0	494
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	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	6.5	6.5	32.0	13.6	9.3	0.0	31.9	0.0	25.0	0.0	25.0
Incr Delay (d2), s/veh	0.9	0.1	0.1	26.8	0.6	0.0	0.0	17.4	0.0	0.3	0.0	0.2
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	0.7	0.7	0.0	6.0	0.3	0.0	0.0	0.0	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	6.6	6.6	58.8	14.2	9.3	0.0	49.3	0.0	25.3	0.0	25.1
LnGrp LOS	C	A	A	E	B	A	A	D	A	C	A	C
Approach Vol, veh/h		507			1238			1			94	
Approach Delay, s/veh		16.9			14.0			49.3			25.2	
Approach LOS		B			B			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.7	41.1		13.5	10.9	34.8				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 29	5.0	* 57		10.0	12.4	* 49				
Max Q Clear Time (g_c+I1), s		2.0	2.0	4.3		3.1	6.2	19.2				
Green Ext Time (p_c), s		0.0	0.0	1.7		0.1	0.2	11.0				

Intersection Summary		
HCM 6th Ctrl Delay		15.4
HCM 6th LOS		B

Notes

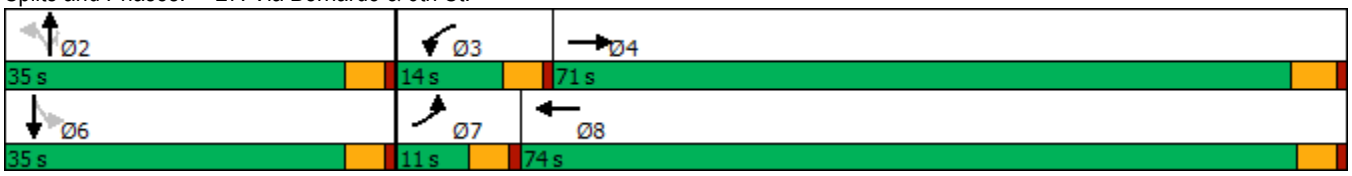
User approved volume balancing among the lanes for turning movement.

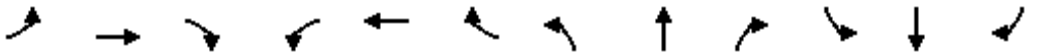
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	2	348	35	1092	47	0	35	
Future Volume (vph)	2	348	35	1092	47	0	35	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	11.0	71.0	14.0	74.0	35.0	35.0	35.0	35.0
Total Split (%)	9.2%	59.2%	11.7%	61.7%	29.2%	29.2%	29.2%	29%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.6	26.1	6.6	29.5		13.0	13.0	
Actuated g/C Ratio	0.10	0.48	0.12	0.55		0.24	0.24	
v/c Ratio	0.01	0.25	0.19	0.65		0.16	0.09	
Control Delay	33.5	9.8	30.2	11.2		21.5	4.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	33.5	9.8	30.2	11.2		21.5	4.8	
LOS	C	A	C	B		C	A	
Approach Delay		9.9		11.8		14.4		
Approach LOS		A		B		B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 46.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	348	24	35	1092	0	47	0	35	0	0	0
Future Volume (veh/h)	2	348	24	35	1092	0	47	0	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	400	26	40	1255	0	54	0	11	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1701	110	75	1925	0	401	0	297	0	351	0
Arrive On Green	0.00	0.50	0.50	0.04	0.54	0.00	0.19	0.00	0.19	0.00	0.00	0.00
Sat Flow, veh/h	1781	3386	219	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	2	209	217	40	1255	0	54	0	11	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1828	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.1	3.5	3.6	1.2	13.3	0.0	1.7	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	3.5	3.6	1.2	13.3	0.0	1.7	0.0	0.3	0.0	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	5	893	919	75	1925	0	401	0	297	0	351	0
V/C Ratio(X)	0.41	0.23	0.24	0.54	0.65	0.00	0.13	0.00	0.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	217	2195	2258	317	4617	0	940	0	900	0	1062	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	7.5	7.5	25.0	8.7	0.0	18.3	0.0	17.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.2	0.1	0.1	2.2	0.4	0.0	0.2	0.0	0.1	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	1.0	1.1	0.5	3.9	0.0	0.5	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	7.6	7.6	27.3	9.0	0.0	18.5	0.0	17.8	0.0	0.0	0.0
LnGrp LOS	D	A	A	C	A	A	B	A	B	A	A	A
Approach Vol, veh/h		428			1295			65			0	
Approach Delay, s/veh		7.8			9.6			18.3			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.7	6.7	31.9		14.7	4.6	34.0				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 30	9.5	65.9		* 30	6.5	* 69				
Max Q Clear Time (g_c+I1), s		3.7	3.2	5.6		0.0	2.1	15.3				
Green Ext Time (p_c), s		0.3	0.0	2.7		0.0	0.0	13.6				

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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	9	51	1	9	150	15	21	27	64	8	11	20
Future Vol, veh/h	9	51	1	9	150	15	21	27	64	8	11	20
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	64	1	11	188	19	26	34	80	10	14	25
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.3	9.5	8.4	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	15%	6%	0%	21%
Vol Thru, %	24%	84%	94%	0%	28%
Vol Right, %	57%	2%	0%	100%	51%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	61	159	15	39
LT Vol	21	9	9	0	8
Through Vol	27	51	150	0	11
RT Vol	64	1	0	15	20
Lane Flow Rate	140	76	199	19	49
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.172	0.101	0.279	0.023	0.062
Departure Headway (Hd)	4.412	4.749	5.057	4.325	4.559
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	813	753	710	827	784
Service Time	2.44	2.785	2.788	2.056	2.593
HCM Lane V/C Ratio	0.172	0.101	0.28	0.023	0.063
HCM Control Delay	8.4	8.3	9.7	7.2	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.6	0.3	1.1	0.1	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	152	477	94	11	12
Future Vol, veh/h	10	152	477	94	11	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	185	582	115	13	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	697	0	-	0	849	640
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	899	-	-	-	331	475
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	899	-	-	-	326	475
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	899	-	-	-	390
HCM Lane V/C Ratio	0.014	-	-	-	0.072
HCM Control Delay (s)	9.1	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	20	24	445	34	58
Future Vol, veh/h	240	20	24	445	34	58
Conflicting Peds, #/hr	0	7	0	0	0	31
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	273	23	27	506	39	66

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	303	0	599	186
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	307	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1255	-	433	824
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1247	-	417	794
Mov Cap-2 Maneuver	-	-	-	-	417	-
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	697	-

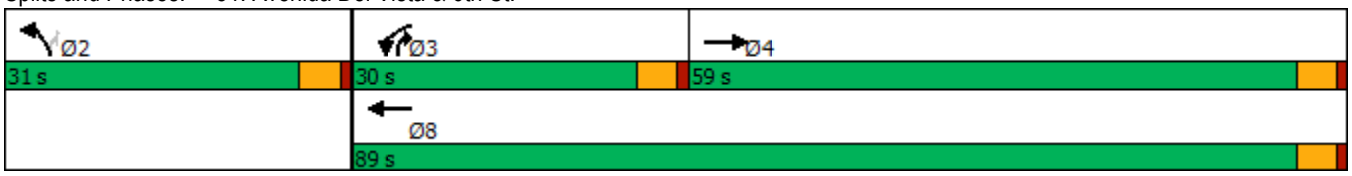
Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	595	-	-	1247	-
HCM Lane V/C Ratio	0.176	-	-	0.022	-
HCM Control Delay (s)	12.3	-	-	8	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	412	112	969	143	151
Future Volume (vph)	412	112	969	143	151
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	13.9	8.5	29.3	12.9	21.2
Actuated g/C Ratio	0.31	0.19	0.64	0.28	0.47
v/c Ratio	0.46	0.38	0.47	0.16	0.20
Control Delay	16.2	23.7	7.6	15.6	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	23.7	7.6	15.6	2.0
LOS	B	C	A	B	A
Approach Delay	16.2		9.3	8.6	
Approach LOS	B		A	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 43.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	412	31	112	969	143	151
Future Volume (veh/h)	412	31	112	969	143	151
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	458	34	124	1077	159	168
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1063	79	166	1865	836	531
Arrive On Green	0.32	0.32	0.09	0.52	0.24	0.24
Sat Flow, veh/h	3443	248	1781	3647	3456	1585
Grp Volume(v), veh/h	242	250	124	1077	159	168
Grp Sat Flow(s),veh/h/ln	1777	1820	1781	1777	1728	1585
Q Serve(g_s), s	4.3	4.4	2.7	8.3	1.5	3.2
Cycle Q Clear(g_c), s	4.3	4.4	2.7	8.3	1.5	3.2
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	564	578	166	1865	836	531
V/C Ratio(X)	0.43	0.43	0.75	0.58	0.19	0.32
Avail Cap(c_a), veh/h	2395	2453	1123	7436	2256	1182
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	10.9	10.9	17.8	6.5	12.1	10.0
Incr Delay (d2), s/veh	0.5	0.5	2.5	0.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.5	1.1	2.0	0.5	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.4	11.4	20.3	6.8	12.2	10.3
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	492			1201	327	
Approach Delay, s/veh	11.4			8.2	11.2	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.4	8.4	17.5		25.8
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		5.2	4.7	6.4		10.3
Green Ext Time (p_c), s		1.1	0.1	3.3		10.8

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	84	32	48	133	120	12	124	22	47	111	30
Future Vol, veh/h	57	84	32	48	133	120	12	124	22	47	111	30
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	105	40	60	166	150	15	155	28	59	139	38
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

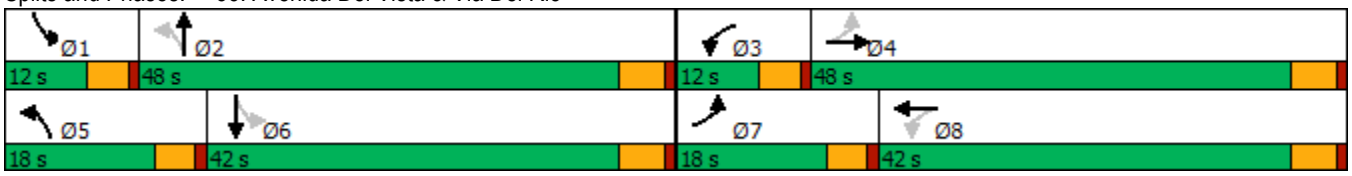
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	12.1	14.4	12.5	12
HCM LOS	B	B	B	B

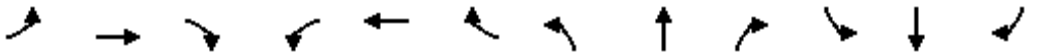
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	40%	0%	100%	0%	100%	0%
Vol Thru, %	0%	85%	60%	0%	0%	53%	0%	79%
Vol Right, %	0%	15%	0%	100%	0%	47%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	146	141	32	48	253	47	141
LT Vol	12	0	57	0	48	0	47	0
Through Vol	0	124	84	0	0	133	0	111
RT Vol	0	22	0	32	0	120	0	30
Lane Flow Rate	15	182	176	40	60	316	59	176
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.03	0.335	0.329	0.064	0.113	0.522	0.117	0.318
Departure Headway (Hd)	7.217	6.6	6.721	5.803	6.786	5.942	7.151	6.491
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	494	542	532	613	526	604	499	550
Service Time	4.997	4.38	4.501	3.582	4.555	3.71	4.93	4.269
HCM Lane V/C Ratio	0.03	0.336	0.331	0.065	0.114	0.523	0.118	0.32
HCM Control Delay	10.2	12.7	12.8	9	10.4	15.1	10.9	12.3
HCM Lane LOS	B	B	B	A	B	C	B	B
HCM 95th-tile Q	0.1	1.5	1.4	0.2	0.4	3	0.4	1.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	75	187	14	415	97	73	18	30
Future Volume (vph)	75	187	14	415	97	73	18	30
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	18.0	48.0	12.0	42.0	18.0	48.0	12.0	42.0
Total Split (%)	15.0%	40.0%	10.0%	35.0%	15.0%	40.0%	10.0%	35.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	26.2	24.2	20.5	16.2	23.6	21.6	17.4	12.9
Actuated g/C Ratio	0.44	0.40	0.34	0.27	0.39	0.36	0.29	0.21
v/c Ratio	0.24	0.18	0.04	0.57	0.27	0.22	0.06	0.48
Control Delay	12.9	13.6	12.1	24.2	15.1	15.1	14.0	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	13.6	12.1	24.2	15.1	15.1	14.0	10.4
LOS	B	B	B	C	B	B	B	B
Approach Delay		13.4		23.8		15.1		10.7
Approach LOS		B		C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	187	15	14	415	16	97	73	39	18	30	158
Future Volume (veh/h)	75	187	15	14	415	16	97	73	39	18	30	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.99	0.99		0.92	0.99		0.99	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	234	13	18	519	18	121	91	33	22	38	97
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1057	58	466	907	31	463	355	129	457	101	258
Arrive On Green	0.07	0.31	0.31	0.02	0.26	0.26	0.08	0.27	0.27	0.03	0.22	0.22
Sat Flow, veh/h	1781	3422	189	1781	3492	121	1781	1306	474	1781	462	1179
Grp Volume(v), veh/h	94	121	126	18	264	273	121	0	124	22	0	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1836	1781	0	1780	1781	0	1641
Q Serve(g_s), s	1.9	2.6	2.7	0.4	6.7	6.8	2.7	0.0	2.8	0.5	0.0	3.7
Cycle Q Clear(g_c), s	1.9	2.6	2.7	0.4	6.7	6.8	2.7	0.0	2.8	0.5	0.0	3.7
Prop In Lane	1.00		0.10	1.00		0.07	1.00		0.27	1.00		0.72
Lane Grp Cap(c), veh/h	374	549	567	466	462	477	463	0	483	457	0	359
V/C Ratio(X)	0.25	0.22	0.22	0.04	0.57	0.57	0.26	0.00	0.26	0.05	0.00	0.38
Avail Cap(c_a), veh/h	704	1459	1506	680	1255	1296	779	0	1461	662	0	1159
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	1.00
Uniform Delay (d), s/veh	12.8	13.4	13.4	13.6	16.8	16.8	13.9	0.0	14.9	15.1	0.0	17.4
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	1.1	1.1	0.1	0.0	0.3	0.0	0.0	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	0.7	0.9	1.0	0.1	2.5	2.6	0.9	0.0	1.0	0.2	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	13.6	13.6	13.6	17.9	17.9	14.0	0.0	15.2	15.1	0.0	18.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		341			555			245			157	
Approach Delay, s/veh		13.4			17.8			14.6			17.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	19.3	5.7	21.2	8.7	16.5	8.3	18.7
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	7.4	42.9	7.4	42.9	13.4	36.9	13.4	36.9
Max Q Clear Time (g_c+I1), s	2.5	4.8	2.4	4.7	4.7	5.7	3.9	8.8
Green Ext Time (p_c), s	0.0	0.7	0.0	1.4	0.1	0.8	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

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	18	154	6	21	191	57	11	33	15	57	14	16
Future Vol, veh/h	18	154	6	21	191	57	11	33	15	57	14	16
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	171	7	23	212	63	12	37	17	63	16	18
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

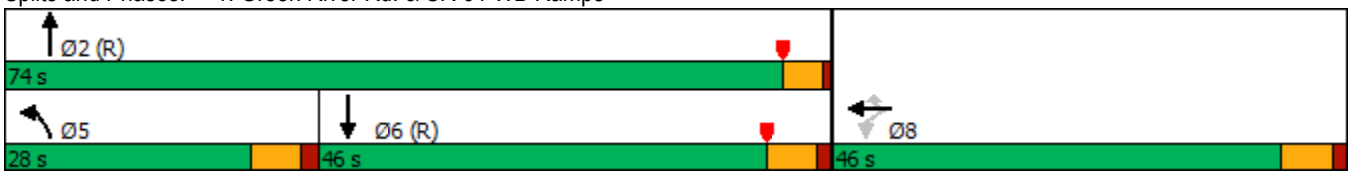
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10	10	8.8	9.2
HCM LOS	A	A	A	A

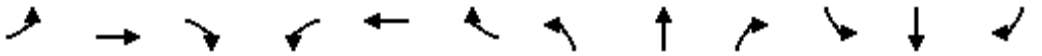
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	10%	0%	10%	0%	66%
Vol Thru, %	56%	90%	0%	90%	0%	16%
Vol Right, %	25%	0%	100%	0%	100%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	172	6	212	57	87
LT Vol	11	18	0	21	0	57
Through Vol	33	154	0	191	0	14
RT Vol	15	0	6	0	57	16
Lane Flow Rate	66	191	7	236	63	97
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.094	0.281	0.008	0.34	0.078	0.141
Departure Headway (Hd)	5.156	5.288	4.531	5.194	4.439	5.24
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	690	677	785	690	802	681
Service Time	3.222	3.045	2.287	2.945	2.19	3.3
HCM Lane V/C Ratio	0.096	0.282	0.009	0.342	0.079	0.142
HCM Control Delay	8.8	10.1	7.3	10.6	7.6	9.2
HCM Lane LOS	A	B	A	B	A	A
HCM 95th-tile Q	0.3	1.2	0	1.5	0.3	0.5

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	230	19	184	299	239	259
Future Volume (vph)	230	19	184	299	239	259
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	46.0	46.0	46.0	28.0	74.0	46.0
Total Split (%)	38.3%	38.3%	38.3%	23.3%	61.7%	38.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	16.5	16.5	16.5	12.3	92.9	73.2
Actuated g/C Ratio	0.14	0.14	0.14	0.10	0.77	0.61
v/c Ratio	0.59	0.59	0.52	0.65	0.18	0.20
Control Delay	57.9	57.6	10.5	46.2	9.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	57.6	10.5	46.2	9.9	9.9
LOS	E	E	B	D	A	A
Approach Delay		37.7			30.1	9.9
Approach LOS		D			C	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 26.8	Intersection LOS: C
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	230	19	184	299	239	0	0	259	126
Future Volume (veh/h)	0	0	0	230	19	184	299	239	0	0	259	126
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				268	0	98	329	263	0	0	285	68
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				358	0	159	425	1495	0	0	1899	446
Arrive On Green				0.10	0.00	0.10	0.14	1.00	0.00	0.00	0.66	0.66
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2950	670
Grp Volume(v), veh/h				268	0	98	329	263	0	0	176	177
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1750
Q Serve(g_s), s				8.8	0.0	7.1	7.6	0.0	0.0	0.0	4.4	4.5
Cycle Q Clear(g_c), s				8.8	0.0	7.1	7.6	0.0	0.0	0.0	4.4	4.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.38
Lane Grp Cap(c), veh/h				358	0	159	425	1495	0	0	1182	1163
V/C Ratio(X)				0.75	0.00	0.61	0.78	0.18	0.00	0.00	0.15	0.15
Avail Cap(c_a), veh/h				1188	0	528	921	1495	0	0	1182	1163
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.94	0.94	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				52.5	0.0	51.7	50.4	0.0	0.0	0.0	7.5	7.5
Incr Delay (d2), s/veh				3.1	0.0	3.8	1.1	0.2	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				4.1	0.0	3.0	3.1	0.1	0.0	0.0	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.6	0.0	55.6	51.5	0.2	0.0	0.0	7.7	7.8
LnGrp LOS				E	A	E	D	A	A	A	A	A
Approach Vol, veh/h					366			592			353	
Approach Delay, s/veh					55.6			28.7			7.8	
Approach LOS					E			C			A	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	101.9		16.1	85.8		18.1						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 69		22.0	40.0		40.0						
Max Q Clear Time (g_c+I1), s	2.0		9.6	6.5		10.8						
Green Ext Time (p_c), s	1.7		0.6	2.2		1.3						

Intersection Summary		
HCM 6th Ctrl Delay	30.6	
HCM 6th LOS	C	

Notes

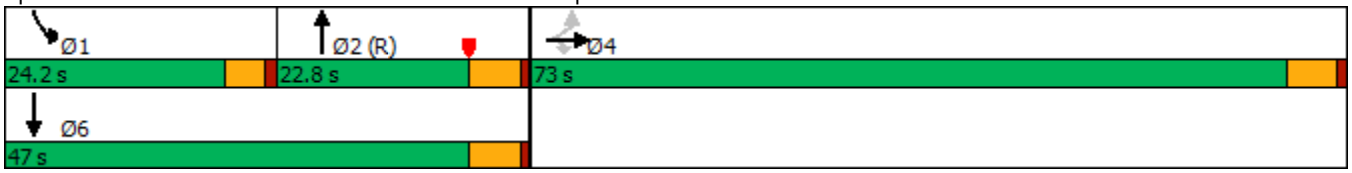
User approved volume balancing among the lanes for turning movement.

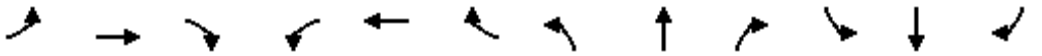
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	3	1407	376	157	332
Future Volume (vph)	3	1407	376	157	332
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	73.0	73.0	22.8	24.2	47.0
Total Split (%)	60.8%	60.8%	19.0%	20.2%	39.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	Max
Act Effct Green (s)	60.1	60.1	28.9	15.6	48.9
Actuated g/C Ratio	0.50	0.50	0.24	0.13	0.41
v/c Ratio	0.19	0.85	0.36	0.69	0.23
Control Delay	15.8	20.5	39.9	62.7	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	20.5	39.9	62.7	34.0
LOS	B	C	D	E	C
Approach Delay	20.0		39.9		43.3
Approach LOS	C		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	3	1407	0	0	0	0	376	54	157	332	0
Future Volume (veh/h)	162	3	1407	0	0	0	0	376	54	157	332	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	164	3	961				0	380	28	159	335	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	679	12	1082				0	1833	133	188	1850	0
Arrive On Green	0.39	0.39	0.39				0.00	0.38	0.38	0.11	0.52	0.00
Sat Flow, veh/h	1751	32	2790				0	5026	353	1781	3647	0
Grp Volume(v), veh/h	167	0	961				0	265	143	159	335	0
Grp Sat Flow(s),veh/h/ln	1783	0	1395				0	1702	1807	1781	1777	0
Q Serve(g_s), s	7.6	0.0	38.6				0.0	6.3	6.4	10.5	6.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	38.6				0.0	6.3	6.4	10.5	6.0	0.0
Prop In Lane	0.98		1.00				0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	691	0	1082				0	1285	682	188	1850	0
V/C Ratio(X)	0.24	0.00	0.89				0.00	0.21	0.21	0.84	0.18	0.00
Avail Cap(c_a), veh/h	1003	0	1569				0	1285	682	292	1850	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	0.96	0.96	0.00
Uniform Delay (d), s/veh	24.8	0.0	34.3				0.0	25.2	25.3	52.7	15.2	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.8				0.0	0.4	0.7	12.1	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	3.3	0.0	13.6				0.0	2.6	2.9	5.3	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	39.1				0.0	25.6	26.0	64.8	15.4	0.0
LnGrp LOS	C	A	D				A	C	C	E	B	A
Approach Vol, veh/h		1128						408			494	
Approach Delay, s/veh		37.0						25.7			31.3	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.2	50.8		52.0		68.0
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	19.7	17.3		67.5		41.5
Max Q Clear Time (g_c+I1), s	12.5	8.4		40.6		8.0
Green Ext Time (p_c), s	0.2	1.6		5.9		2.4

Intersection Summary			
HCM 6th Ctrl Delay			33.3
HCM 6th LOS			C

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	14	63	401	148	1529
Future Volume (vph)	14	63	401	148	1529
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	37.0	37.0	48.0	35.0	83.0
Total Split (%)	30.8%	30.8%	40.0%	29.2%	69.2%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	13.2	13.2	17.8	9.9	36.3
Actuated g/C Ratio	0.26	0.26	0.36	0.20	0.73
v/c Ratio	0.03	0.14	0.24	0.44	0.43
Control Delay	18.1	6.7	14.9	25.5	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	6.7	14.9	25.5	7.0
LOS	B	A	B	C	A
Approach Delay	8.7		14.9		8.6
Approach LOS	A		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 47.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	63	401	17	148	1529
Future Volume (veh/h)	14	63	401	17	148	1529
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	6	413	14	153	1576
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	89	79	2079	70	201	3273
Arrive On Green	0.05	0.05	0.41	0.41	0.11	0.64
Sat Flow, veh/h	1781	1585	5241	171	1781	5274
Grp Volume(v), veh/h	14	6	276	151	153	1576
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1840	1781	1702
Q Serve(g_s), s	0.3	0.1	2.0	2.0	3.2	6.2
Cycle Q Clear(g_c), s	0.3	0.1	2.0	2.0	3.2	6.2
Prop In Lane	1.00	1.00		0.09	1.00	
Lane Grp Cap(c), veh/h	89	79	1395	754	201	3273
V/C Ratio(X)	0.16	0.08	0.20	0.20	0.76	0.48
Avail Cap(c_a), veh/h	1413	1257	3699	1999	1394	10150
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	17.7	17.6	7.4	7.4	16.7	3.6
Incr Delay (d2), s/veh	0.8	0.4	0.1	0.1	2.3	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	0.1	0.0	0.4	0.5	1.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.5	18.0	7.4	7.5	19.0	3.7
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	20		427			1729
Approach Delay, s/veh	18.3		7.5			5.1
Approach LOS	B		A			A

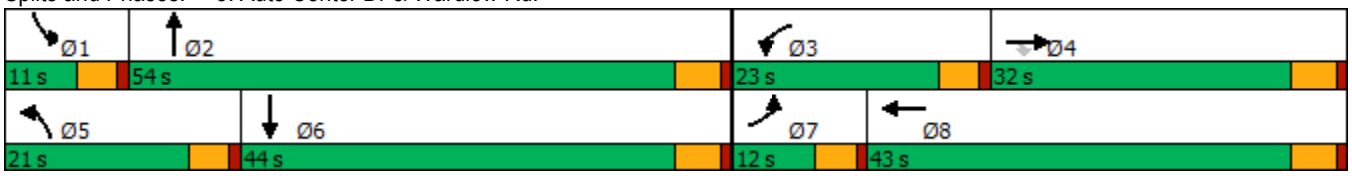
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.0	21.7			30.7	8.1
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	30.4	42.2			77.2	30.8
Max Q Clear Time (g_c+I1), s	5.2	4.0			8.2	2.3
Green Ext Time (p_c), s	0.2	2.6			16.7	0.0

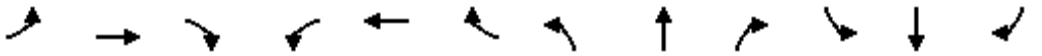
Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	20	8	94	92	2	103	376	9	576
Future Volume (vph)	20	8	94	92	2	103	376	9	576
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	12.0	32.0	32.0	23.0	43.0	21.0	54.0	11.0	44.0
Total Split (%)	10.0%	26.7%	26.7%	19.2%	35.8%	17.5%	45.0%	9.2%	36.7%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.5	13.5	13.5	10.2	21.1	10.7	41.7	6.1	24.8
Actuated g/C Ratio	0.09	0.19	0.19	0.14	0.30	0.15	0.59	0.09	0.35
v/c Ratio	0.15	0.03	0.25	0.43	0.03	0.46	0.24	0.07	0.58
Control Delay	42.3	31.9	1.5	40.2	14.9	40.4	12.8	42.7	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	42.3	31.9	1.5	40.2	14.9	40.4	12.8	42.7	24.9
LOS	D	C	A	D	B	D	B	D	C
Approach Delay		10.3			37.2		18.4		25.1
Approach LOS		B			D		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 46.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	8	94	92	2	11	103	376	34	9	576	28
Future Volume (veh/h)	20	8	94	92	2	11	103	376	34	9	576	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	10	47	110	2	5	123	448	33	11	686	29
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	263	223	143	91	228	160	1271	93	25	1053	44
Arrive On Green	0.03	0.14	0.14	0.08	0.19	0.19	0.09	0.38	0.38	0.01	0.30	0.30
Sat Flow, veh/h	1781	1870	1585	1781	474	1184	1781	3356	246	1781	3474	147
Grp Volume(v), veh/h	24	10	47	110	0	7	123	236	245	11	351	364
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1657	1781	1777	1826	1781	1777	1844
Q Serve(g_s), s	0.7	0.2	1.3	3.0	0.0	0.2	3.4	4.8	4.8	0.3	8.6	8.6
Cycle Q Clear(g_c), s	0.7	0.2	1.3	3.0	0.0	0.2	3.4	4.8	4.8	0.3	8.6	8.6
Prop In Lane	1.00		1.00	1.00		0.71	1.00		0.13	1.00		0.08
Lane Grp Cap(c), veh/h	50	263	223	143	0	319	160	673	692	25	539	559
V/C Ratio(X)	0.48	0.04	0.21	0.77	0.00	0.02	0.77	0.35	0.35	0.44	0.65	0.65
Avail Cap(c_a), veh/h	262	1001	848	652	0	1250	581	1729	1777	227	1375	1427
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	18.7	19.1	22.7	0.0	16.4	22.4	11.2	11.2	24.6	15.2	15.2
Incr Delay (d2), s/veh	2.6	0.1	0.5	3.3	0.0	0.0	2.9	0.3	0.3	4.4	1.3	1.3
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	0.3	0.1	0.5	1.3	0.0	0.1	1.4	1.6	1.6	0.1	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	18.7	19.6	25.9	0.0	16.5	25.3	11.5	11.5	28.9	16.5	16.5
LnGrp LOS	C	B	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		81			117			604			726	
Approach Delay, s/veh		21.6			25.3			14.3			16.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	24.1	8.6	12.2	9.1	20.3	6.0	14.8
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	6.4	48.9	18.4	26.9	16.4	38.9	7.4	37.9
Max Q Clear Time (g_c+I1), s	2.3	6.8	5.0	3.3	5.4	10.6	2.7	2.2
Green Ext Time (p_c), s	0.0	3.0	0.1	0.1	0.1	4.6	0.0	0.0

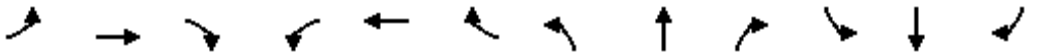
Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	267	0	64	130	449	396
Future Volume (vph)	267	0	64	130	449	396
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	21.0	21.0	21.0	19.0	59.0	40.0
Total Split (%)	26.3%	26.3%	26.3%	23.8%	73.8%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	11.4	11.4	11.4	11.6	58.4	42.1
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.73	0.53
v/c Ratio	0.62	0.62	0.24	0.57	0.20	0.50
Control Delay	43.2	43.2	6.9	40.2	6.8	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.4
Total Delay	43.2	43.2	6.9	40.2	6.8	16.2
LOS	D	D	A	D	A	B
Approach Delay		36.2			14.3	16.2
Approach LOS		D			B	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	267	0	64	130	449	0	0	396	366
Future Volume (veh/h)	0	0	0	267	0	64	130	449	0	0	396	366
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				300	0	29	146	504	0	0	445	304
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				396	0	176	182	2705	0	0	1217	827
Arrive On Green				0.11	0.00	0.11	0.14	1.00	0.00	0.00	0.60	0.60
Sat Flow, veh/h				3563	0	1585	1781	3647	0	0	2118	1374
Grp Volume(v), veh/h				300	0	29	146	504	0	0	390	359
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1622
Q Serve(g_s), s				6.5	0.0	1.3	6.4	0.0	0.0	0.0	9.0	9.1
Cycle Q Clear(g_c), s				6.5	0.0	1.3	6.4	0.0	0.0	0.0	9.0	9.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.85
Lane Grp Cap(c), veh/h				396	0	176	182	2705	0	0	1068	975
V/C Ratio(X)				0.76	0.00	0.16	0.80	0.19	0.00	0.00	0.37	0.37
Avail Cap(c_a), veh/h				699	0	311	321	2705	0	0	1068	975
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.96	0.96	0.00	0.00	0.84	0.84
Uniform Delay (d), s/veh				34.5	0.0	32.2	33.8	0.0	0.0	0.0	8.1	8.2
Incr Delay (d2), s/veh				1.1	0.0	0.2	7.6	0.1	0.0	0.0	0.8	0.9
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				2.7	0.0	0.5	3.0	0.1	0.0	0.0	3.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				35.6	0.0	32.3	41.3	0.1	0.0	0.0	9.0	9.1
LnGrp LOS				D	A	C	D	A	A	A	A	A
Approach Vol, veh/h					329			650			749	
Approach Delay, s/veh					35.3			9.4			9.0	
Approach LOS					D			A			A	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.8			12.8	53.0		14.2				
Change Period (Y+Rc), s		4.9			4.6	4.9		5.3				
Max Green Setting (Gmax), s		54.1			14.4	35.1		15.7				
Max Q Clear Time (g_c+I1), s		2.0			8.4	11.1		8.5				
Green Ext Time (p_c), s		2.3			0.2	3.1		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	14.2	
HCM 6th LOS	B	

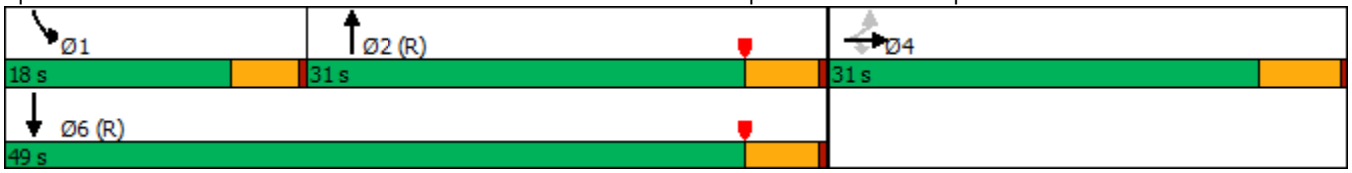
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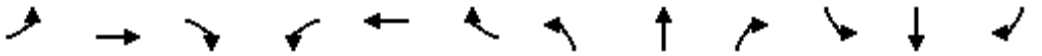
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	300	12	423	279	152	511
Future Volume (vph)	300	12	423	279	152	511
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	31.0	31.0	31.0	31.0	18.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	22.5%	61.3%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	16.3	16.3	16.3	37.1	11.8	53.5
Actuated g/C Ratio	0.20	0.20	0.20	0.46	0.15	0.67
v/c Ratio	0.50	0.49	0.83	0.24	0.63	0.23
Control Delay	31.4	31.2	23.1	8.6	31.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	31.2	23.1	8.6	31.5	7.7
LOS	C	C	C	A	C	A
Approach Delay		26.5		8.6		13.2
Approach LOS		C		A		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	12	423	0	0	0	0	279	240	152	511	0
Future Volume (veh/h)	300	12	423	0	0	0	0	279	240	152	511	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	335	0	201				0	303	204	165	555	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	565	0	251				0	1853	851	200	2537	0
Arrive On Green	0.16	0.00	0.16				0.00	0.54	0.54	0.22	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1563	1781	3647	0
Grp Volume(v), veh/h	335	0	201				0	303	204	165	555	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1563	1781	1777	0
Q Serve(g_s), s	7.0	0.0	9.8				0.0	3.6	5.5	7.1	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	9.8				0.0	3.6	5.5	7.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	565	0	251				0	1853	851	200	2537	0
V/C Ratio(X)	0.59	0.00	0.80				0.00	0.16	0.24	0.83	0.22	0.00
Avail Cap(c_a), veh/h	1144	0	509				0	1853	851	298	2537	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.91	0.91	0.84	0.84	0.00
Uniform Delay (d), s/veh	31.3	0.0	32.4				0.0	9.1	9.6	30.3	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.2				0.0	0.2	0.6	9.6	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	3.0	0.0	3.8				0.0	1.2	1.8	3.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	0.0	34.7				0.0	9.3	10.2	39.8	0.2	0.0
LnGrp LOS	C	A	C				A	A	B	D	A	A
Approach Vol, veh/h		536						507			720	
Approach Delay, s/veh		32.8						9.6			9.3	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.6	48.4		18.0		62.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	13.4	26.1		25.7		44.1
Max Q Clear Time (g_c+I1), s	9.1	7.5		11.8		2.0
Green Ext Time (p_c), s	0.2	2.0		0.9		2.6

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

Notes

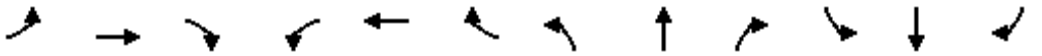
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	90	29	84	12	28	395	170	761
Future Volume (vph)	90	29	84	12	28	395	170	761
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	13.7	13.7	13.7	13.7	6.3	15.9	8.0	27.7
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.13	0.33	0.16	0.57
v/c Ratio	0.25	0.14	0.24	0.10	0.13	0.46	0.31	0.39
Control Delay	18.9	10.2	18.9	9.3	27.5	15.1	24.1	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	10.2	18.9	9.3	27.5	15.1	24.1	11.5
LOS	B	B	B	A	C	B	C	B
Approach Delay		15.1		15.5		15.8		13.8
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	29	41	84	12	34	28	395	106	170	761	3
Future Volume (veh/h)	90	29	41	84	12	34	28	395	106	170	761	3
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		0.99	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	30	34	88	12	19	29	411	107	177	793	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	192	218	460	155	246	61	820	211	370	1333	5
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.03	0.29	0.29	0.11	0.37	0.37
Sat Flow, veh/h	1378	800	906	1336	646	1023	1781	2787	718	3456	3631	14
Grp Volume(v), veh/h	94	0	64	88	0	31	29	260	258	177	388	408
Grp Sat Flow(s),veh/h/ln	1378	0	1706	1336	0	1669	1781	1777	1728	1728	1777	1868
Q Serve(g_s), s	2.3	0.0	1.2	2.2	0.0	0.6	0.6	4.9	5.0	1.9	7.1	7.1
Cycle Q Clear(g_c), s	2.9	0.0	1.2	3.4	0.0	0.6	0.6	4.9	5.0	1.9	7.1	7.1
Prop In Lane	1.00		0.53	1.00		0.61	1.00		0.42	1.00		0.01
Lane Grp Cap(c), veh/h	490	0	410	460	0	401	61	523	509	370	652	686
V/C Ratio(X)	0.19	0.00	0.16	0.19	0.00	0.08	0.47	0.50	0.51	0.48	0.59	0.59
Avail Cap(c_a), veh/h	1439	0	1584	1380	0	1550	550	2207	2146	1583	2472	2598
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	12.1	13.4	0.0	11.8	19.0	11.7	11.8	16.9	10.3	10.3
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.2	0.0	0.1	2.1	0.7	0.8	0.4	0.9	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	0.6	0.0	0.4	0.6	0.0	0.2	0.3	1.6	1.6	0.7	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	12.2	13.6	0.0	11.9	21.1	12.5	12.5	17.2	11.2	11.1
LnGrp LOS	B	A	B	B	A	B	C	B	B	B	B	B
Approach Vol, veh/h		158			119			547			973	
Approach Delay, s/veh		12.8			13.2			13.0			12.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	16.9		14.3	6.0	19.8		14.3				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	18.4	49.9		* 37	12.4	55.9		* 37				
Max Q Clear Time (g_c+I1), s	3.9	7.0		4.9	2.6	9.1		5.4				
Green Ext Time (p_c), s	0.2	3.4		0.7	0.0	5.6		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	

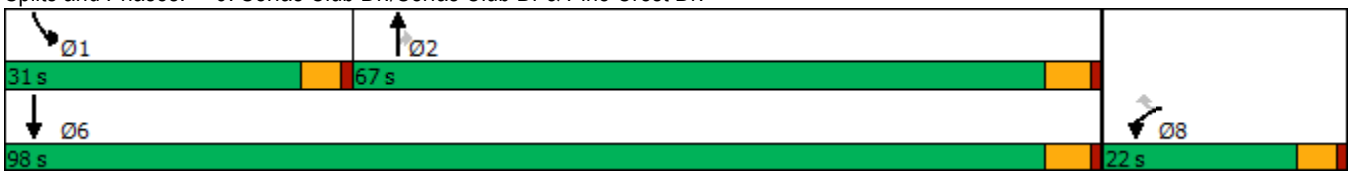
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	19	510	23	58	828
Future Volume (vph)	14	19	510	23	58	828
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	5.3	5.3	23.1	23.1	6.2	31.8
Actuated g/C Ratio	0.16	0.16	0.68	0.68	0.18	0.93
v/c Ratio	0.05	0.08	0.22	0.02	0.19	0.26
Control Delay	15.0	9.1	5.7	4.0	14.7	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	9.1	5.7	4.0	14.7	1.3
LOS	B	A	A	A	B	A
Approach Delay	11.5		5.6			2.2
Approach LOS	B		A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 34.1	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 3.6	Intersection LOS: A
Intersection Capacity Utilization 35.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	19	510	23	58	828
Future Volume (veh/h)	14	19	510	23	58	828
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	6	526	23	60	854
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	46	41	1326	579	120	2175
Arrive On Green	0.03	0.03	0.37	0.37	0.07	0.61
Sat Flow, veh/h	1781	1585	3647	1550	1781	3647
Grp Volume(v), veh/h	14	6	526	23	60	854
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1550	1781	1777
Q Serve(g_s), s	0.2	0.1	2.9	0.3	0.9	3.3
Cycle Q Clear(g_c), s	0.2	0.1	2.9	0.3	0.9	3.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	46	41	1326	579	120	2175
V/C Ratio(X)	0.30	0.15	0.40	0.04	0.50	0.39
Avail Cap(c_a), veh/h	1157	1029	8210	3582	1755	12322
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.8	12.8	6.2	5.3	12.1	2.7
Incr Delay (d2), s/veh	1.4	0.6	0.2	0.0	1.2	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	0.1	0.0	0.5	0.0	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	13.4	6.4	5.4	13.3	2.8
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	20		549			914
Approach Delay, s/veh	13.9		6.3			3.5
Approach LOS	B		A			A

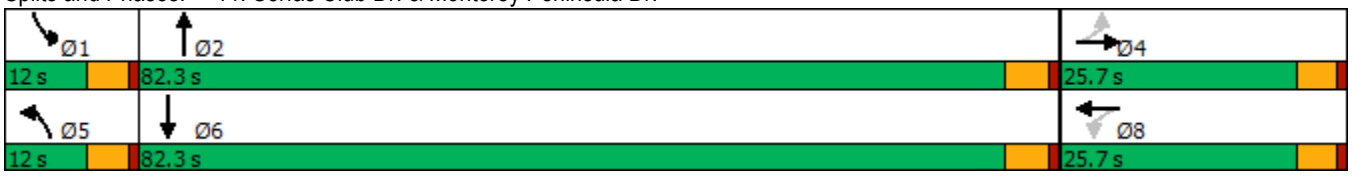
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.4	15.1			21.5	5.3
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9			92.9	17.4
Max Q Clear Time (g_c+I1), s	2.9	4.9			5.3	2.2
Green Ext Time (p_c), s	0.1	4.0			7.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.7
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	0	2	0	13	482	27	776
Future Volume (vph)	41	0	2	0	13	482	27	776
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	25.7	25.7	25.7	25.7	12.0	82.3	12.0	82.3
Total Split (%)	21.4%	21.4%	21.4%	21.4%	10.0%	68.6%	10.0%	68.6%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		13.1		13.1	6.3	45.5	6.6	47.7
Actuated g/C Ratio		0.22		0.22	0.10	0.75	0.11	0.79
v/c Ratio		0.15		0.03	0.08	0.19	0.15	0.58
Control Delay		9.1		0.2	37.9	6.1	37.6	9.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.4
Total Delay		9.1		0.2	37.9	6.1	37.6	9.9
LOS		A		A	D	A	D	A
Approach Delay		9.1		0.2		7.0		10.8
Approach LOS		A		A		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	0	9	2	0	10	13	482	1	27	776	39
Future Volume (veh/h)	41	0	9	2	0	10	13	482	1	27	776	39
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	0	-2	2	0	0	14	502	1	28	808	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	12	0	0	0	0	32	2032	4	58	1019	45
Arrive On Green	0.09	0.00	0.00	0.09	0.00	0.00	0.02	0.56	0.56	0.03	0.57	0.57
Sat Flow, veh/h	1363	155	-71	0	0	0	1781	3639	7	1781	1777	79
Grp Volume(v), veh/h	0	0	0	2	0	0	14	245	258	28	0	844
Grp Sat Flow(s),veh/h/ln	0	0	0	0	0	0	1781	1777	1869	1781	0	1856
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	3.2	3.2	0.7	0.0	16.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	3.2	3.2	0.7	0.0	16.1
Prop In Lane	1.05		-0.05	1.00		0.00	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	0	0	0	0	0	0	32	992	1044	58	0	1064
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.25	0.25	0.48	0.00	0.79
Avail Cap(c_a), veh/h	0	0	0	0	0	0	292	3036	3194	292	0	3172
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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	22.0	5.1	5.1	21.5	0.0	7.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.1	0.1	2.3	0.0	1.4
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	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.7	0.8	0.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	25.5	5.2	5.2	23.7	0.0	8.9
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		0			2			517			872	
Approach Delay, s/veh		0.0			0.0			5.8			9.4	
Approach LOS					A			A			A	

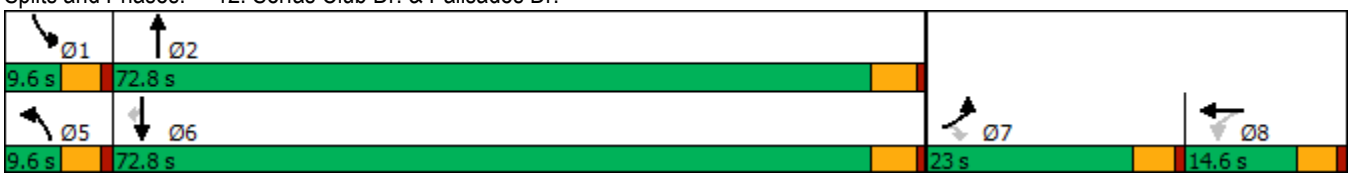
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	30.3		8.8	5.4	31.0		8.8				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	7.4	77.2		21.1	7.4	77.2		21.1				
Max Q Clear Time (g_c+I1), s	2.7	5.2		0.0	2.4	18.1		2.0				
Green Ext Time (p_c), s	0.0	3.2		0.0	0.0	7.8		0.0				

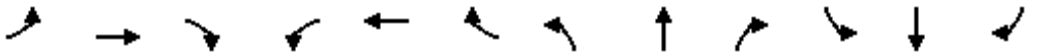
Intersection Summary			
HCM 6th Ctrl Delay		8.0	
HCM 6th LOS		A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	209	33	6	287	721	66		
Future Volume (vph)	209	33	6	287	721	66		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	23.0	23.0	9.6	72.8	72.8	72.8	9.6	14.6
Total Split (%)	19.2%	19.2%	8.0%	60.7%	60.7%	60.7%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	12.0	12.0	5.4	30.3	29.2	29.2		
Actuated g/C Ratio	0.23	0.23	0.10	0.57	0.55	0.55		
v/c Ratio	0.28	0.08	0.03	0.15	0.73	0.08		
Control Delay	20.7	0.4	30.5	5.0	14.4	1.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	20.7	0.4	30.5	5.0	14.4	1.2		
LOS	C	A	C	A	B	A		
Approach Delay				5.5	13.3			
Approach LOS				A	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 12.4	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	0	33	0	0	0	6	287	0	0	721	66
Future Volume (veh/h)	209	0	33	0	0	0	6	287	0	0	721	66
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	218	0	22	0	0	0	6	299	0	0	751	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	670	0	0	0	4	0	14	2160	0	4	946	783
Arrive On Green	0.19	0.00	0.00	0.00	0.00	0.00	0.01	0.61	0.00	0.00	0.51	0.51
Sat Flow, veh/h	3456	218		0	-86037	0	1781	3647	0	1781	1870	1549
Grp Volume(v), veh/h	218	17.2		0	0	0	6	299	0	0	751	57
Grp Sat Flow(s),veh/h/ln	1728	B		0	1870	0	1781	1777	0	1781	1870	1549
Q Serve(g_s), s	2.7			0.0	0.0	0.0	0.2	1.8	0.0	0.0	16.2	0.9
Cycle Q Clear(g_c), s	2.7			0.0	0.0	0.0	0.2	1.8	0.0	0.0	16.2	0.9
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	670			0	4	0	14	2160	0	4	946	783
V/C Ratio(X)	0.33			0.00	0.00	0.00	0.42	0.14	0.00	0.00	0.79	0.07
Avail Cap(c_a), veh/h	1300			0	382	0	182	4920	0	182	2589	2144
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.0			0.0	0.0	0.0	24.1	4.1	0.0	0.0	10.0	6.2
Incr Delay (d2), s/veh	0.3			0.0	0.0	0.0	7.2	0.0	0.0	0.0	1.6	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
%ile BackOfQ(50%),veh/ln	0.9			0.0	0.0	0.0	0.1	0.4	0.0	0.0	4.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2			0.0	0.0	0.0	31.3	4.1	0.0	0.0	11.5	6.2
LnGrp LOS	B			A	A	A	C	A	A	A	B	A
Approach Vol, veh/h					0			305			808	
Approach Delay, s/veh					0.0			4.7			11.2	
Approach LOS								A			B	

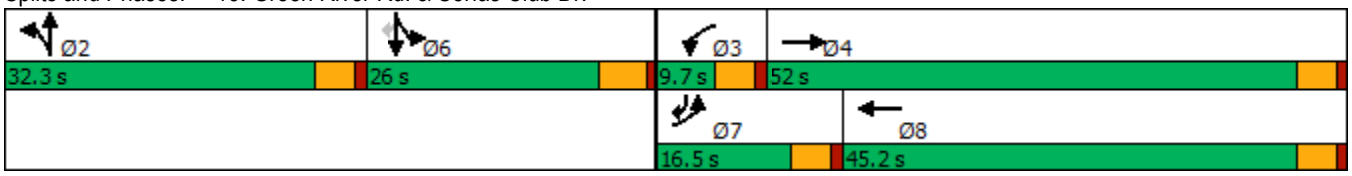
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	34.8			5.0	29.8	14.1	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	67.7			5.0	67.7	18.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	3.8			2.2	18.2	4.7	0.0				
Green Ext Time (p_c), s	0.0	2.1			0.0	6.5	0.5	0.0				

Intersection Summary			
HCM 6th Ctrl Delay		10.7	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	177	1191	15	440	15	371	38	220
Future Volume (vph)	177	1191	15	440	15	371	38	220
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	16.5	52.0	9.7	45.2	32.3	26.0	26.0	16.5
Total Split (%)	13.8%	43.3%	8.1%	37.7%	26.9%	21.7%	21.7%	13.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	9.7	37.5	6.0	25.2	13.9	17.0	17.0	32.8
Actuated g/C Ratio	0.12	0.48	0.08	0.32	0.18	0.22	0.22	0.42
v/c Ratio	0.43	0.73	0.11	0.51	0.11	0.58	0.57	0.29
Control Delay	42.9	22.9	50.8	23.1	30.3	41.9	41.6	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	22.9	50.8	23.1	30.3	41.9	41.6	4.9
LOS	D	C	D	C	C	D	D	A
Approach Delay		25.5		23.8	30.3		28.9	
Approach LOS		C		C	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1191	11	15	440	109	10	15	10	371	38	220
Future Volume (veh/h)	177	1191	11	15	440	109	10	15	10	371	38	220
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	1228	9	15	454	86	10	15	4	410	0	96
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	1668	12	33	1187	223	39	58	16	577	0	386
Arrive On Green	0.08	0.46	0.46	0.02	0.40	0.40	0.06	0.06	0.06	0.16	0.00	0.16
Sat Flow, veh/h	3456	3616	26	1781	2981	561	619	928	248	3563	0	1585
Grp Volume(v), veh/h	182	603	634	15	269	271	29	0	0	410	0	96
Grp Sat Flow(s),veh/h/ln	1728	1777	1866	1781	1777	1765	1795	0	0	1781	0	1585
Q Serve(g_s), s	3.3	18.0	18.0	0.5	7.0	7.1	1.0	0.0	0.0	7.1	0.0	3.2
Cycle Q Clear(g_c), s	3.3	18.0	18.0	0.5	7.0	7.1	1.0	0.0	0.0	7.1	0.0	3.2
Prop In Lane	1.00		0.01	1.00		0.32	0.34		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	281	820	860	33	707	703	113	0	0	577	0	386
V/C Ratio(X)	0.65	0.74	0.74	0.46	0.38	0.39	0.26	0.00	0.00	0.71	0.00	0.25
Avail Cap(c_a), veh/h	633	1295	1359	140	1108	1101	763	0	0	1141	0	637
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	1.00
Uniform Delay (d), s/veh	28.9	14.3	14.3	31.6	13.9	13.9	29.0	0.0	0.0	25.8	0.0	19.8
Incr Delay (d2), s/veh	0.9	1.3	1.2	3.7	0.3	0.3	0.4	0.0	0.0	1.6	0.0	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	1.4	6.5	6.8	0.3	2.6	2.6	0.4	0.0	0.0	2.9	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	15.6	15.5	35.3	14.2	14.2	29.4	0.0	0.0	27.4	0.0	20.1
LnGrp LOS	C	B	B	D	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1419			555			29			506	
Approach Delay, s/veh		17.4			14.8			29.4			26.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.8	5.8	34.6		15.7	9.9	30.6				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 47		20.8	11.9	* 41				
Max Q Clear Time (g_c+I1), s		3.0	2.5	20.0		9.1	5.3	9.1				
Green Ext Time (p_c), s		0.1	0.0	10.0		1.4	0.2	3.6				

Intersection Summary		
HCM 6th Ctrl Delay		18.7
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	76	31	2	2	2
Future Vol, veh/h	5	76	31	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	92	37	2	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	39	0	-	0	142	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1571	-	-	-	851	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1571	-	-	-	848	1034
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	920	-

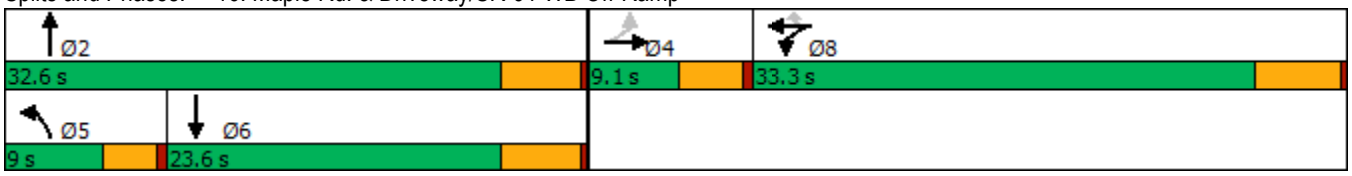
Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.9
HCM LOS			A

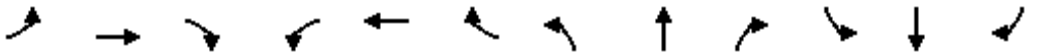
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	932
HCM Lane V/C Ratio	0.004	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	1	0	193	0	87	222	498	
Future Volume (vph)	1	0	193	0	87	222	498	
Turn Type	Perm	NA	Split	NA	Perm	NA	NA	
Protected Phases		4	8	8		2	6	5
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	2	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)	9.1	9.1	33.3	33.3	33.3	29.9	9.9	8.5
Total Split (s)	9.1	9.1	33.3	33.3	33.3	32.6	23.6	9.0
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	43.5%	31.5%	12%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	4.4	4.4	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.1	5.3	5.3	5.3	4.9	4.9	
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None
Act Effct Green (s)		5.2	9.9	9.9	9.9	33.1	33.1	
Actuated g/C Ratio		0.10	0.19	0.19	0.19	0.64	0.64	
v/c Ratio		0.02	0.34	0.34	0.24	0.11	0.25	
Control Delay		0.2	19.7	19.8	3.1	7.8	8.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		0.2	19.7	19.8	3.1	7.8	8.1	
LOS		A	B	B	A	A	A	
Approach Delay		0.2		14.5		7.8	8.1	
Approach LOS		A		B		A	A	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 34.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	5	193	0	87	0	222	0	0	498	0
Future Volume (veh/h)	1	0	5	193	0	87	0	222	0	0	498	0
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	1	0	5	217	0	49	0	249	0	0	560	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	2	0	11	377	0	168	4	2077	0	0	2077	0
Arrive On Green	0.01	0.00	0.01	0.11	0.00	0.11	0.00	0.58	0.00	0.00	0.58	0.00
Sat Flow, veh/h	269	0	1346	3563	0	1585	1781	3647	0	0	3741	0
Grp Volume(v), veh/h	6	0	0	217	0	49	0	249	0	0	560	0
Grp Sat Flow(s),veh/h/ln	1615	0	0	1781	0	1585	1781	1777	0	0	1777	0
Q Serve(g_s), s	0.2	0.0	0.0	2.7	0.0	1.4	0.0	1.5	0.0	0.0	3.7	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	2.7	0.0	1.4	0.0	1.5	0.0	0.0	3.7	0.0
Prop In Lane	0.17		0.83	1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	13	0	0	377	0	168	4	2077	0	0	2077	0
V/C Ratio(X)	0.46	0.00	0.00	0.57	0.00	0.29	0.00	0.12	0.00	0.00	0.27	0.00
Avail Cap(c_a), veh/h	170	0	0	2104	0	936	207	2077	0	0	2077	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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	20.2	0.0	19.5	0.0	4.4	0.0	0.0	4.9	0.0
Incr Delay (d2), s/veh	9.3	0.0	0.0	0.5	0.0	0.4	0.0	0.1	0.0	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.0	0.0	0.4	0.0	0.4	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	0.0	20.7	0.0	19.9	0.0	4.5	0.0	0.0	5.2	0.0
LnGrp LOS	C	A	A	C	A	B	A	A	A	A	A	A
Approach Vol, veh/h		6			266			249			560	
Approach Delay, s/veh		32.7			20.5			4.5			5.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.5	0.0	32.6		10.3				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		3.5		2.2	0.0	5.7		4.7				
Green Ext Time (p_c), s		1.0		0.0	0.0	2.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	9.0	
HCM 6th LOS	A	

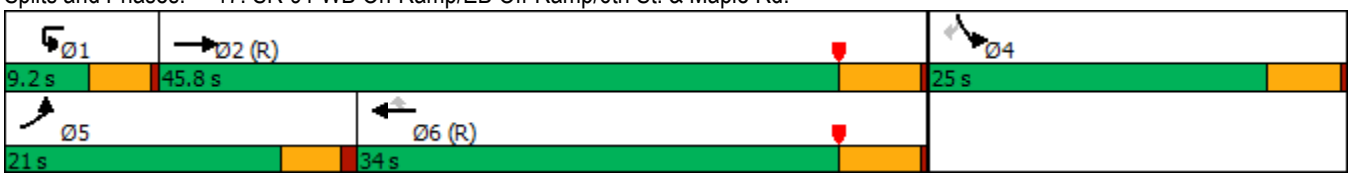
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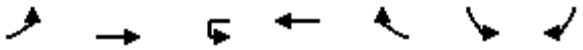
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	161	1154	375	61	471	225	
Future Volume (vph)	161	1154	375	61	471	225	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	21.0	45.8	34.0	34.0	25.0	25.0	9.2
Total Split (%)	26.3%	57.3%	42.5%	42.5%	31.3%	31.3%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	None
Act Effct Green (s)	12.9	49.7	32.2	32.2	20.1	20.1	
Actuated g/C Ratio	0.16	0.62	0.40	0.40	0.25	0.25	
v/c Ratio	0.63	0.58	0.29	0.10	0.61	0.43	
Control Delay	40.9	10.4	17.6	5.2	30.0	6.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	40.9	10.4	17.6	5.2	30.0	6.1	
LOS	D	B	B	A	C	A	
Approach Delay		14.1	15.8		22.2		
Approach LOS		B	B		C		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	161	1154	0	375	61	471	225
Future Volume (veh/h)	161	1154	0	375	61	471	225
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	179	1282		417	36	523	147
Peak Hour Factor	0.90	0.90		0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	220	2208		1565	683	868	398
Arrive On Green	0.12	0.62		0.44	0.44	0.25	0.25
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	179	1282		417	36	523	147
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	7.8	17.1		6.0	1.1	10.7	6.1
Cycle Q Clear(g_c), s	7.8	17.1		6.0	1.1	10.7	6.1
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	220	2208		1565	683	868	398
V/C Ratio(X)	0.81	0.58		0.27	0.05	0.60	0.37
Avail Cap(c_a), veh/h	365	2208		1565	683	868	398
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.99	0.99	0.98	0.98
Uniform Delay (d), s/veh	34.2	9.0		14.2	12.8	26.4	24.7
Incr Delay (d2), s/veh	7.1	1.1		0.4	0.1	3.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.2		2.3	0.4	4.5	6.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	41.3	10.1		14.6	13.0	29.5	27.3
LnGrp LOS	D	B		B	B	C	C
Approach Vol, veh/h		1461		453		670	
Approach Delay, s/veh		13.9		14.5		29.0	
Approach LOS		B		B		C	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		55.0		25.0	14.5	40.5	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		40.5		20.1	16.4	28.7	
Max Q Clear Time (g_c+I1), s		19.1		12.7	9.8	8.0	
Green Ext Time (p_c), s		6.0		0.9	0.2	1.8	

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

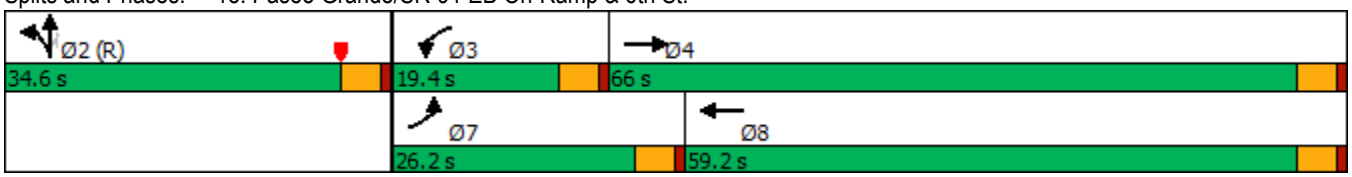
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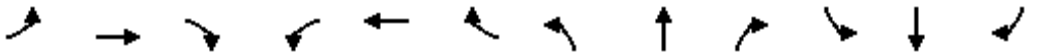
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	167	1037	141	312	124	87	168
Future Volume (vph)	167	1037	141	312	124	87	168
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	26.2	66.0	19.4	59.2	34.6	34.6	34.6
Total Split (%)	21.8%	55.0%	16.2%	49.3%	28.8%	28.8%	28.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.5	60.7	13.3	57.5	32.2	32.2	32.2
Actuated g/C Ratio	0.14	0.51	0.11	0.48	0.27	0.27	0.27
v/c Ratio	0.76	0.92	0.79	0.18	0.25	0.25	0.33
Control Delay	68.9	35.8	79.0	14.9	37.4	37.3	6.8
Queue Delay	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	37.1	79.0	14.9	37.4	37.3	6.8
LOS	E	D	E	B	D	D	A
Approach Delay		40.4		31.7		23.8	
Approach LOS		D		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 36.1	Intersection LOS: D
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1037	421	141	312	86	124	87	168	0	0	0
Future Volume (veh/h)	167	1037	421	141	312	86	124	87	168	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	184	1140	323	155	343	63	116	124	121			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	212	1285	359	182	1975	351	555	583	488			
Arrive On Green	0.12	0.47	0.47	0.10	0.45	0.45	0.31	0.31	0.31			
Sat Flow, veh/h	1781	2728	762	1781	4349	772	1781	1870	1563			
Grp Volume(v), veh/h	184	737	726	155	266	140	116	124	121			
Grp Sat Flow(s),veh/h/ln	1781	1777	1714	1781	1702	1717	1781	1870	1563			
Q Serve(g_s), s	12.2	45.0	46.7	10.3	5.6	5.8	5.8	5.9	6.9			
Cycle Q Clear(g_c), s	12.2	45.0	46.7	10.3	5.6	5.8	5.8	5.9	6.9			
Prop In Lane	1.00		0.44	1.00		0.45	1.00		1.00			
Lane Grp Cap(c), veh/h	212	837	807	182	1546	780	555	583	488			
V/C Ratio(X)	0.87	0.88	0.90	0.85	0.17	0.18	0.21	0.21	0.25			
Avail Cap(c_a), veh/h	321	909	877	220	1549	781	555	583	488			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.78	0.78	0.78	0.98	0.98	0.98	1.00	1.00	1.00			
Uniform Delay (d), s/veh	51.9	28.7	29.1	53.0	19.4	19.5	30.4	30.4	30.8			
Incr Delay (d2), s/veh	8.2	7.6	9.4	19.8	0.1	0.1	0.9	0.8	1.2			
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	5.9	20.0	20.4	5.6	2.2	2.3	2.6	2.8	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	36.3	38.5	72.8	19.4	19.6	31.2	31.3	32.0			
LnGrp LOS	E	D	D	E	B	B	C	C	C			
Approach Vol, veh/h		1647			561			361				
Approach Delay, s/veh		39.9			34.2			31.5				
Approach LOS		D			C			C				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		42.0	16.8	61.1			18.9	59.1				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		30.0	14.8	61.4			21.6	54.6				
Max Q Clear Time (g_c+I1), s		8.9	12.3	48.7			14.2	7.8				
Green Ext Time (p_c), s		0.8	0.0	7.9			0.1	2.7				

Intersection Summary												
HCM 6th Ctrl Delay			37.5									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	146	41	21	204	438	107
Future Vol, veh/h	146	41	21	204	438	107
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	44	23	219	471	115
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	11.8	10.2	18.5
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	24%	0%	78%	0%	0%
Vol Thru, %	76%	100%	0%	100%	0%
Vol Right, %	0%	0%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	136	187	438	107
LT Vol	21	0	146	0	0
Through Vol	68	136	0	438	0
RT Vol	0	0	41	0	107
Lane Flow Rate	96	146	201	471	115
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.159	0.237	0.329	0.72	0.153
Departure Headway (Hd)	5.965	5.845	5.896	5.501	4.794
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	602	614	609	659	752
Service Time	3.696	3.576	3.932	3.201	2.494
HCM Lane V/C Ratio	0.159	0.238	0.33	0.715	0.153
HCM Control Delay	9.8	10.4	11.8	21	8.4
HCM Lane LOS	A	B	B	C	A
HCM 95th-tile Q	0.6	0.9	1.4	6.1	0.5

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	56	15	7	30	44	2	152	5	63	381	35
Future Vol, veh/h	29	56	15	7	30	44	2	152	5	63	381	35
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	60	16	7	32	47	2	162	5	67	405	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	9.3	9.8	16.3
HCM LOS	A	A	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	29%	9%	13%
Vol Thru, %	96%	56%	37%	80%
Vol Right, %	3%	15%	54%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	100	81	479
LT Vol	2	29	7	63
Through Vol	152	56	30	381
RT Vol	5	15	44	35
Lane Flow Rate	169	106	86	510
Geometry Grp	1	1	1	1
Degree of Util (X)	0.241	0.169	0.131	0.657
Departure Headway (Hd)	5.138	5.722	5.491	4.639
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	704	630	656	769
Service Time	3.138	3.733	3.504	2.727
HCM Lane V/C Ratio	0.24	0.168	0.131	0.663
HCM Control Delay	9.8	9.9	9.3	16.3
HCM Lane LOS	A	A	A	C
HCM 95th-tile Q	0.9	0.6	0.4	5

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	29	3	41	21	102	2	71	46	318	89	10
Future Vol, veh/h	3	29	3	41	21	102	2	71	46	318	89	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	31	3	44	22	109	2	76	49	338	95	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	9.7	8.8	14.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	25%	76%
Vol Thru, %	60%	83%	13%	21%
Vol Right, %	39%	9%	62%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	35	164	417
LT Vol	2	3	41	318
Through Vol	71	29	21	89
RT Vol	46	3	102	10
Lane Flow Rate	127	37	174	444
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.057	0.243	0.586
Departure Headway (Hd)	4.774	5.517	5.014	4.755
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	642	710	754
Service Time	2.854	3.615	3.088	2.816
HCM Lane V/C Ratio	0.171	0.058	0.245	0.589
HCM Control Delay	8.8	9	9.7	14.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.6	0.2	0.9	3.9

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	6	2	108	109	24
Future Vol, veh/h	11	6	2	108	109	24
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	8	3	135	136	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	154	169	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	696	892	1409	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	690	889	1405	-	-	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1405	-	768	-	-
HCM Lane V/C Ratio	0.002	-	0.028	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	47	12	78	95	20
Future Vol, veh/h	32	47	12	78	95	20
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	53	14	89	108	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	7.9	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	13%	41%	0%
Vol Thru, %	87%	0%	83%
Vol Right, %	0%	59%	17%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	90	79	115
LT Vol	12	32	0
Through Vol	78	0	95
RT Vol	0	47	20
Lane Flow Rate	102	90	131
Geometry Grp	1	1	1
Degree of Util (X)	0.12	0.104	0.148
Departure Headway (Hd)	4.219	4.168	4.066
Convergence, Y/N	Yes	Yes	Yes
Cap	840	865	872
Service Time	2.296	2.168	2.14
HCM Lane V/C Ratio	0.121	0.104	0.15
HCM Control Delay	7.9	7.7	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	0.5

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	0	1	0	73	0	32	0	55	99	49	83	0
Future Vol, veh/h	0	1	0	73	0	32	0	55	99	49	83	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	0	86	0	38	0	65	116	58	98	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

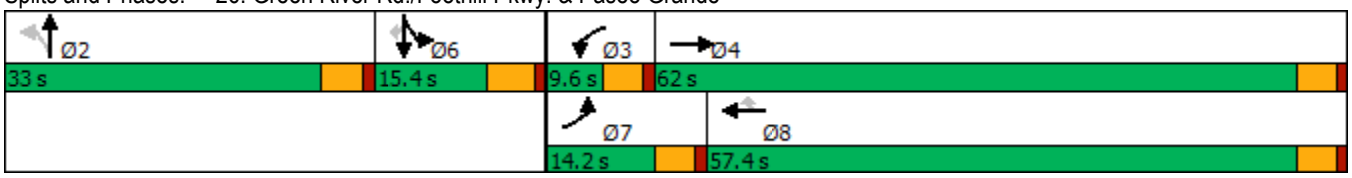
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	8.5	9	8.3	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	37%
Vol Thru, %	100%	0%	100%	0%	100%	0%	63%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	99	1	73	0	32	132
LT Vol	0	0	0	73	0	0	49
Through Vol	55	0	1	0	0	0	83
RT Vol	0	99	0	0	0	32	0
Lane Flow Rate	65	116	1	86	0	38	155
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	0.095	0.147	0.002	0.14	0	0.049	0.235
Departure Headway (Hd)	5.262	4.558	5.74	5.868	5.365	4.661	5.443
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	681	785	620	610	0	766	658
Service Time	2.997	2.294	3.505	3.613	3.11	2.405	3.183
HCM Lane V/C Ratio	0.095	0.148	0.002	0.141	0	0.05	0.236
HCM Control Delay	8.6	8.1	8.5	9.6	8.1	7.6	9.9
HCM Lane LOS	A	A	A	A	N	A	A
HCM 95th-tile Q	0.3	0.5	0	0.5	0	0.2	0.9

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	140	1284	1	351	7	1	0	27	0	121
Future Volume (vph)	140	1284	1	351	7	1	0	27	0	121
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8			2	6	6	
Permitted Phases					8	2				6
Detector Phase	7	4	3	8	8	2	2	6	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	10.0
Minimum Split (s)	9.6	21.7	9.6	32.7	32.7	31.7	31.7	15.4	15.4	15.4
Total Split (s)	14.2	62.0	9.6	57.4	57.4	33.0	33.0	15.4	15.4	15.4
Total Split (%)	11.8%	51.7%	8.0%	47.8%	47.8%	27.5%	27.5%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	3.7	4.4	4.4	4.4
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
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7		4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	35.6	7.0	26.8	26.8		15.6	14.0	14.0	14.0
Actuated g/C Ratio	0.16	0.64	0.13	0.48	0.48		0.28	0.25	0.25	0.25
v/c Ratio	0.25	0.57	0.00	0.21	0.01		0.00	0.06	0.07	0.07
Control Delay	31.4	12.2	40.0	14.1	0.0		27.0	32.1	0.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	31.4	12.2	40.0	14.1	0.0		27.0	32.1	0.1	0.1
LOS	C	B	D	B	A		C	C	A	A
Approach Delay		14.1		13.9			27.0		5.9	
Approach LOS		B		B			C		A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 55.7		
Natural Cycle: 90		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.57		
Intersection Signal Delay: 13.5	Intersection LOS: B	
Intersection Capacity Utilization 60.3%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1284	2	1	351	7	1	0	0	27	0	121
Future Volume (veh/h)	140	1284	2	1	351	7	1	0	0	27	0	121
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	1297	2	1	355	6	1	0	0	27	0	16
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	1940	3	3	1601	714	5	0	0	159	0	282
Arrive On Green	0.08	0.53	0.53	0.00	0.45	0.45	0.00	0.00	0.00	0.09	0.00	0.09
Sat Flow, veh/h	3456	3641	6	1781	3554	1585	1781	0	0	1781	0	3170
Grp Volume(v), veh/h	141	633	666	1	355	6	1	0	0	27	0	16
Grp Sat Flow(s),veh/h/ln	1728	1777	1869	1781	1777	1585	1781	0	0	1781	0	1585
Q Serve(g_s), s	2.0	13.4	13.4	0.0	3.2	0.1	0.0	0.0	0.0	0.7	0.0	0.2
Cycle Q Clear(g_c), s	2.0	13.4	13.4	0.0	3.2	0.1	0.0	0.0	0.0	0.7	0.0	0.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	947	996	3	1601	714	5	0	0	159	0	282
V/C Ratio(X)	0.49	0.67	0.67	0.29	0.22	0.01	0.20	0.00	0.00	0.17	0.00	0.06
Avail Cap(c_a), veh/h	640	1963	2065	172	3611	1611	972	0	0	343	0	611
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	1.00
Uniform Delay (d), s/veh	22.7	8.8	8.8	25.9	8.7	7.9	25.8	0.0	0.0	21.9	0.0	21.6
Incr Delay (d2), s/veh	0.5	0.8	0.8	16.4	0.1	0.0	19.2	0.0	0.0	0.5	0.0	0.1
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	4.0	4.2	0.0	1.0	0.0	0.0	0.0	0.0	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	9.6	9.6	42.3	8.8	7.9	45.0	0.0	0.0	22.4	0.0	21.7
LnGrp LOS	C	A	A	D	A	A	D	A	A	C	A	C
Approach Vol, veh/h		1440			362			1			43	
Approach Delay, s/veh		10.9			8.8			45.0			22.1	
Approach LOS		B			A			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.8	4.7	32.3		10.0	8.9	28.1				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.0	* 57		10.0	9.6	* 53				
Max Q Clear Time (g_c+I1), s		2.0	2.0	15.4		2.7	4.0	5.2				
Green Ext Time (p_c), s		0.0	0.0	12.2		0.0	0.1	2.6				

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

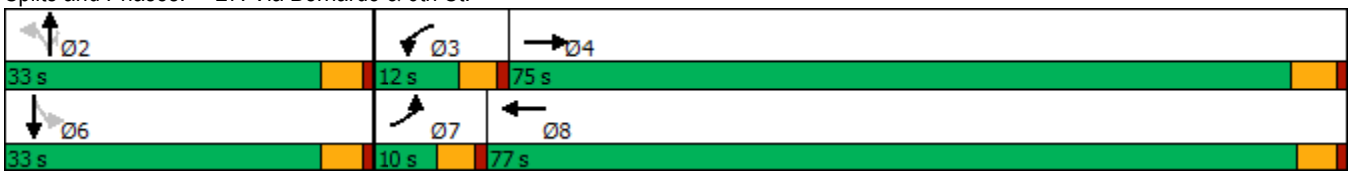
User approved volume balancing among the lanes for turning movement.

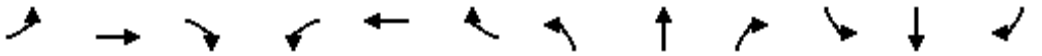
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	2	1262	26	520	35	0	38	
Future Volume (vph)	2	1262	26	520	35	0	38	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	10.0	75.0	12.0	77.0	33.0	33.0	33.0	33.0
Total Split (%)	8.3%	62.5%	10.0%	64.2%	27.5%	27.5%	27.5%	28%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.7	37.7	6.4	40.4		13.3	13.3	
Actuated g/C Ratio	0.09	0.58	0.10	0.62		0.20	0.20	
v/c Ratio	0.01	0.70	0.16	0.26		0.13	0.11	
Control Delay	42.5	12.8	40.2	6.3		29.8	5.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	42.5	12.8	40.2	6.3		29.8	5.8	
LOS	D	B	D	A		C	A	
Approach Delay		12.9		7.9		17.3		
Approach LOS		B		A		B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1262	46	26	520	0	35	0	38	0	0	0
Future Volume (veh/h)	2	1262	46	26	520	0	35	0	38	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	1372	41	28	565	0	38	0	18	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1957	58	56	2076	0	363	0	269	0	318	0
Arrive On Green	0.00	0.56	0.56	0.03	0.58	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	3522	105	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	2	691	722	28	565	0	38	0	18	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.1	16.6	16.7	0.9	4.6	0.0	1.3	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	16.6	16.7	0.9	4.6	0.0	1.3	0.0	0.6	0.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	5	987	1028	56	2076	0	363	0	269	0	318	0
V/C Ratio(X)	0.41	0.70	0.70	0.50	0.27	0.00	0.10	0.00	0.07	0.00	0.00	0.00
Avail Cap(c_a), veh/h	167	2111	2198	227	4367	0	804	0	762	0	900	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	29.3	9.5	9.5	28.0	6.0	0.0	20.8	0.0	20.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.3	0.9	0.9	2.6	0.1	0.0	0.1	0.0	0.1	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	5.0	5.2	0.4	1.3	0.0	0.4	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	10.4	10.4	30.7	6.1	0.0	20.9	0.0	20.6	0.0	0.0	0.0
LnGrp LOS	D	B	B	C	A	A	C	A	C	A	A	A
Approach Vol, veh/h		1415			593			56			0	
Approach Delay, s/veh		10.5			7.3			20.8			0.0	
Approach LOS		B			A			C				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.7	6.3	37.8		14.7	4.7	39.5				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 28	7.5	69.9		* 28	5.5	* 72				
Max Q Clear Time (g_c+I1), s		3.3	2.9	18.7		0.0	2.1	6.6				
Green Ext Time (p_c), s		0.2	0.0	14.0		0.0	0.0	4.5				

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	104	4	4	84	12	5	14	6	32	36	17
Future Vol, veh/h	7	104	4	4	84	12	5	14	6	32	36	17
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	114	4	4	92	13	5	15	7	35	40	19
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.3	8.2	7.7	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	20%	6%	5%	0%	38%
Vol Thru, %	56%	90%	95%	0%	42%
Vol Right, %	24%	3%	0%	100%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	115	88	12	85
LT Vol	5	7	4	0	32
Through Vol	14	104	84	0	36
RT Vol	6	4	0	12	17
Lane Flow Rate	27	126	97	13	93
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.034	0.156	0.133	0.015	0.116
Departure Headway (Hd)	4.497	4.436	4.938	4.213	4.479
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	798	811	728	852	802
Service Time	2.514	2.449	2.651	1.925	2.493
HCM Lane V/C Ratio	0.034	0.155	0.133	0.015	0.116
HCM Control Delay	7.7	8.3	8.4	7	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.5	0	0.4

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	344	194	19	24	4
Future Vol, veh/h	6	344	194	19	24	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	391	220	22	27	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	242	0	-	0	636	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	405	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1324	-	-	-	442	808
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1324	-	-	-	439	808
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1324	-	-	-	470
HCM Lane V/C Ratio	0.005	-	-	-	0.068
HCM Control Delay (s)	7.7	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	389	37	29	143	16	20
Future Vol, veh/h	389	37	29	143	16	20
Conflicting Peds, #/hr	0	6	0	0	0	39
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	442	42	33	163	18	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	490	0	617	287
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1070	-	422	710
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1064	-	405	680
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	835	-

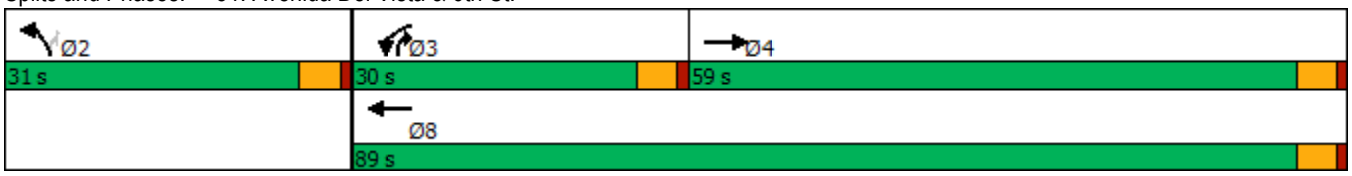
Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	522	-	-	1064	-
HCM Lane V/C Ratio	0.078	-	-	0.031	-
HCM Control Delay (s)	12.5	-	-	8.5	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1136	145	467	107	119
Future Volume (vph)	1136	145	467	107	119
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	41.7	12.3	60.6	12.8	25.0
Actuated g/C Ratio	0.54	0.16	0.79	0.17	0.33
v/c Ratio	0.72	0.54	0.17	0.20	0.23
Control Delay	17.8	42.1	3.5	33.8	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	42.1	3.5	33.8	15.9
LOS	B	D	A	C	B
Approach Delay	17.8		12.7	24.4	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1136	166	145	467	107	119
Future Volume (veh/h)	1136	166	145	467	107	119
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1183	173	151	486	111	124
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1621	236	193	2490	529	415
Arrive On Green	0.52	0.52	0.11	0.70	0.15	0.15
Sat Flow, veh/h	3206	453	1781	3647	3456	1585
Grp Volume(v), veh/h	673	683	151	486	111	124
Grp Sat Flow(s),veh/h/ln	1777	1789	1781	1777	1728	1585
Q Serve(g_s), s	18.8	19.0	5.3	3.0	1.8	4.0
Cycle Q Clear(g_c), s	18.8	19.0	5.3	3.0	1.8	4.0
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	925	931	193	2490	529	415
V/C Ratio(X)	0.73	0.73	0.78	0.20	0.21	0.30
Avail Cap(c_a), veh/h	1500	1510	703	4656	1413	820
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	11.9	11.9	27.9	3.3	23.8	19.0
Incr Delay (d2), s/veh	1.1	1.1	2.6	0.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	6.6	2.3	0.7	0.7	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.0	13.1	30.5	3.4	24.0	19.4
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	1356			637	235	
Approach Delay, s/veh	13.0			9.8	21.6	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.6	11.6	38.2		49.8
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		6.0	7.3	21.0		5.0
Green Ext Time (p_c), s		0.7	0.2	12.5		3.7

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	116	21	10	58	82	10	116	6	146	152	41
Future Vol, veh/h	27	116	21	10	58	82	10	116	6	146	152	41
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	126	23	11	63	89	11	126	7	159	165	45
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

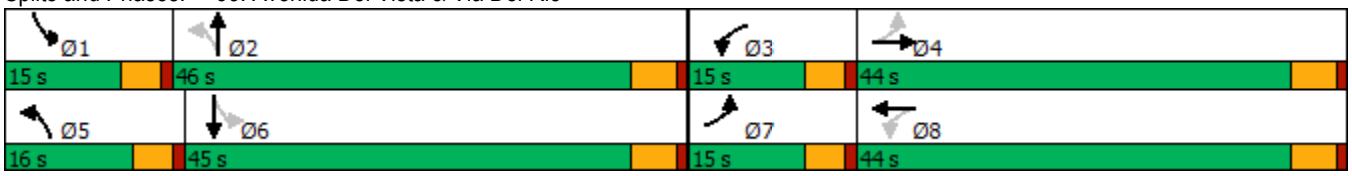
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11	10.4	10.4	11.2
HCM LOS	B	B	B	B

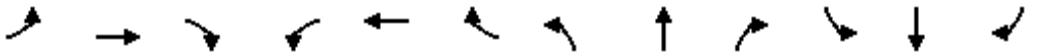
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	19%	0%	100%	0%	100%	0%
Vol Thru, %	0%	95%	81%	0%	0%	41%	0%	79%
Vol Right, %	0%	5%	0%	100%	0%	59%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	122	143	21	10	140	146	193
LT Vol	10	0	27	0	10	0	146	0
Through Vol	0	116	116	0	0	58	0	152
RT Vol	0	6	0	21	0	82	0	41
Lane Flow Rate	11	133	155	23	11	152	159	210
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.02	0.223	0.272	0.035	0.02	0.247	0.277	0.328
Departure Headway (Hd)	6.599	6.058	6.31	5.505	6.761	5.839	6.279	5.624
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	543	593	569	650	529	615	573	640
Service Time	4.338	3.796	4.051	3.245	4.503	3.58	4.01	3.355
HCM Lane V/C Ratio	0.02	0.224	0.272	0.035	0.021	0.247	0.277	0.328
HCM Control Delay	9.5	10.5	11.4	8.4	9.6	10.5	11.4	11.1
HCM Lane LOS	A	B	B	A	A	B	B	B
HCM 95th-tile Q	0.1	0.8	1.1	0.1	0.1	1	1.1	1.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	269	26	135	40	66	39	82
Future Volume (vph)	20	269	26	135	40	66	39	82
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	15.0	44.0	15.0	44.0	16.0	46.0	15.0	45.0
Total Split (%)	12.5%	36.7%	12.5%	36.7%	13.3%	38.3%	12.5%	37.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	13.7	12.4	13.7	12.4	15.1	12.6	15.0	12.5
Actuated g/C Ratio	0.33	0.30	0.33	0.30	0.37	0.31	0.37	0.31
v/c Ratio	0.05	0.35	0.07	0.17	0.08	0.18	0.08	0.23
Control Delay	11.8	13.9	11.8	12.8	8.4	12.5	8.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	13.9	11.8	12.8	8.4	12.5	8.5	13.3
LOS	B	B	B	B	A	B	A	B
Approach Delay		13.8		12.6		11.3		12.1
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 40.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 35.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	269	68	26	135	29	40	66	27	39	82	33
Future Volume (veh/h)	20	269	68	26	135	29	40	66	27	39	82	33
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	299	72	29	150	32	44	73	29	43	91	33
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	664	157	372	703	146	475	298	118	493	305	111
Arrive On Green	0.03	0.23	0.23	0.03	0.24	0.24	0.05	0.23	0.23	0.05	0.23	0.23
Sat Flow, veh/h	1781	2850	676	1781	2928	610	1781	1273	506	1781	1310	475
Grp Volume(v), veh/h	22	185	186	29	90	92	44	0	102	43	0	124
Grp Sat Flow(s),veh/h/ln	1781	1777	1749	1781	1777	1761	1781	0	1779	1781	0	1785
Q Serve(g_s), s	0.4	3.8	3.9	0.5	1.7	1.8	0.8	0.0	2.0	0.8	0.0	2.5
Cycle Q Clear(g_c), s	0.4	3.8	3.9	0.5	1.7	1.8	0.8	0.0	2.0	0.8	0.0	2.5
Prop In Lane	1.00		0.39	1.00		0.35	1.00		0.28	1.00		0.27
Lane Grp Cap(c), veh/h	454	414	407	372	427	423	475	0	416	493	0	416
V/C Ratio(X)	0.05	0.45	0.46	0.08	0.21	0.22	0.09	0.00	0.25	0.09	0.00	0.30
Avail Cap(c_a), veh/h	838	1612	1586	743	1612	1597	864	0	1697	842	0	1660
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	1.00
Uniform Delay (d), s/veh	11.9	14.1	14.1	11.9	13.0	13.1	11.4	0.0	13.3	11.4	0.0	13.6
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.0	0.2	0.3	0.0	0.0	0.3	0.0	0.0	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	0.1	1.3	1.4	0.2	0.6	0.6	0.2	0.0	0.7	0.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	14.8	14.9	11.9	13.3	13.3	11.5	0.0	13.7	11.5	0.0	13.9
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		393			211			146			167	
Approach Delay, s/veh		14.7			13.1			13.0			13.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	15.1	6.1	15.1	6.6	15.1	5.8	15.4
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	40.9	10.4	38.9	11.4	39.9	10.4	38.9
Max Q Clear Time (g_c+I1), s	2.8	4.0	2.5	5.9	2.8	4.5	2.4	3.8
Green Ext Time (p_c), s	0.0	0.6	0.0	2.2	0.0	0.7	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	122	11	14	132	24	1	15	13	33	29	17
Future Vol, veh/h	12	122	11	14	132	24	1	15	13	33	29	17
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	144	13	16	155	28	1	18	15	39	34	20
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9	9.1	7.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	9%	0%	10%	0%	42%
Vol Thru, %	52%	91%	0%	90%	0%	37%
Vol Right, %	45%	0%	100%	0%	100%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	134	11	146	24	79
LT Vol	1	12	0	14	0	33
Through Vol	15	122	0	132	0	29
RT Vol	13	0	11	0	24	17
Lane Flow Rate	34	158	13	172	28	93
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.044	0.222	0.016	0.241	0.034	0.125
Departure Headway (Hd)	4.694	5.064	4.316	5.042	4.29	4.827
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	762	709	829	713	834	743
Service Time	2.73	2.793	2.044	2.77	2.019	2.857
HCM Lane V/C Ratio	0.045	0.223	0.016	0.241	0.034	0.125
HCM Control Delay	7.9	9.2	7.1	9.4	7.2	8.5
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.8	0	0.9	0.1	0.4

APPENDIX 3.3: EXISTING (2023) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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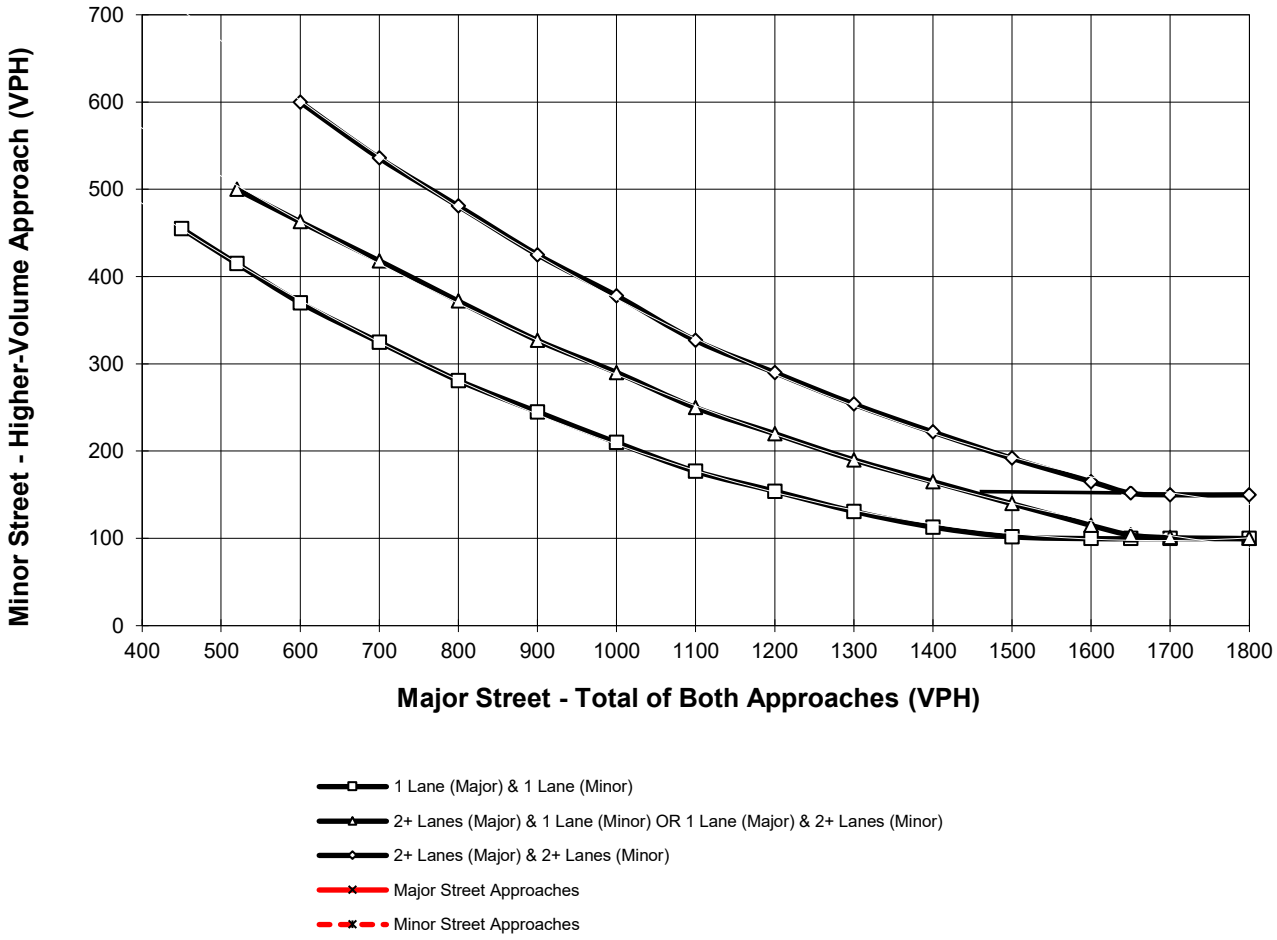
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Pine Crest Dr.**
Total of Both Approaches (VPH) = **318**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Mountain View Dr.**
High Volume Approach (VPH) = **8**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

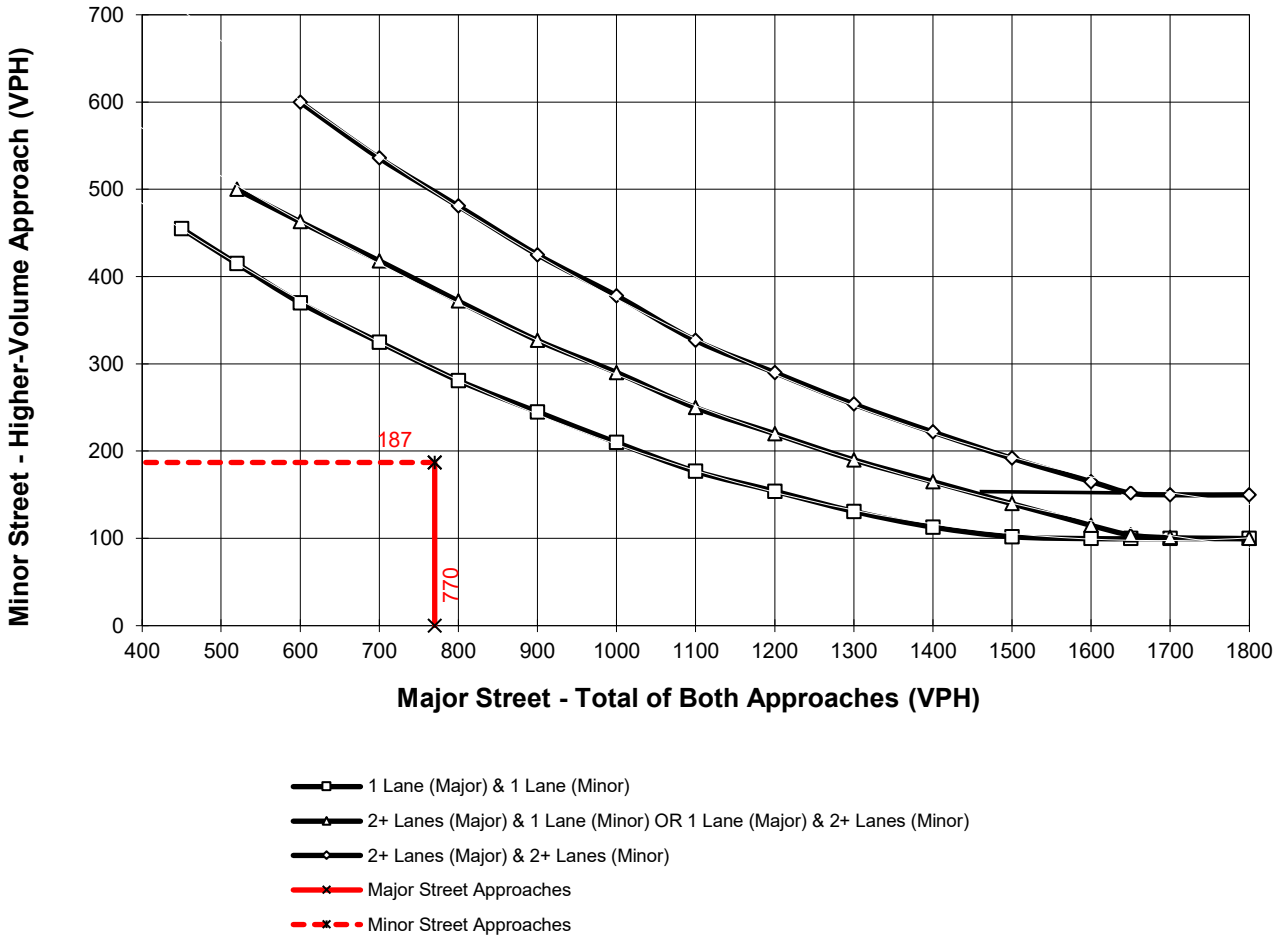
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday PM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **770**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Frontage Road**
High Volume Approach (VPH) = **187**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

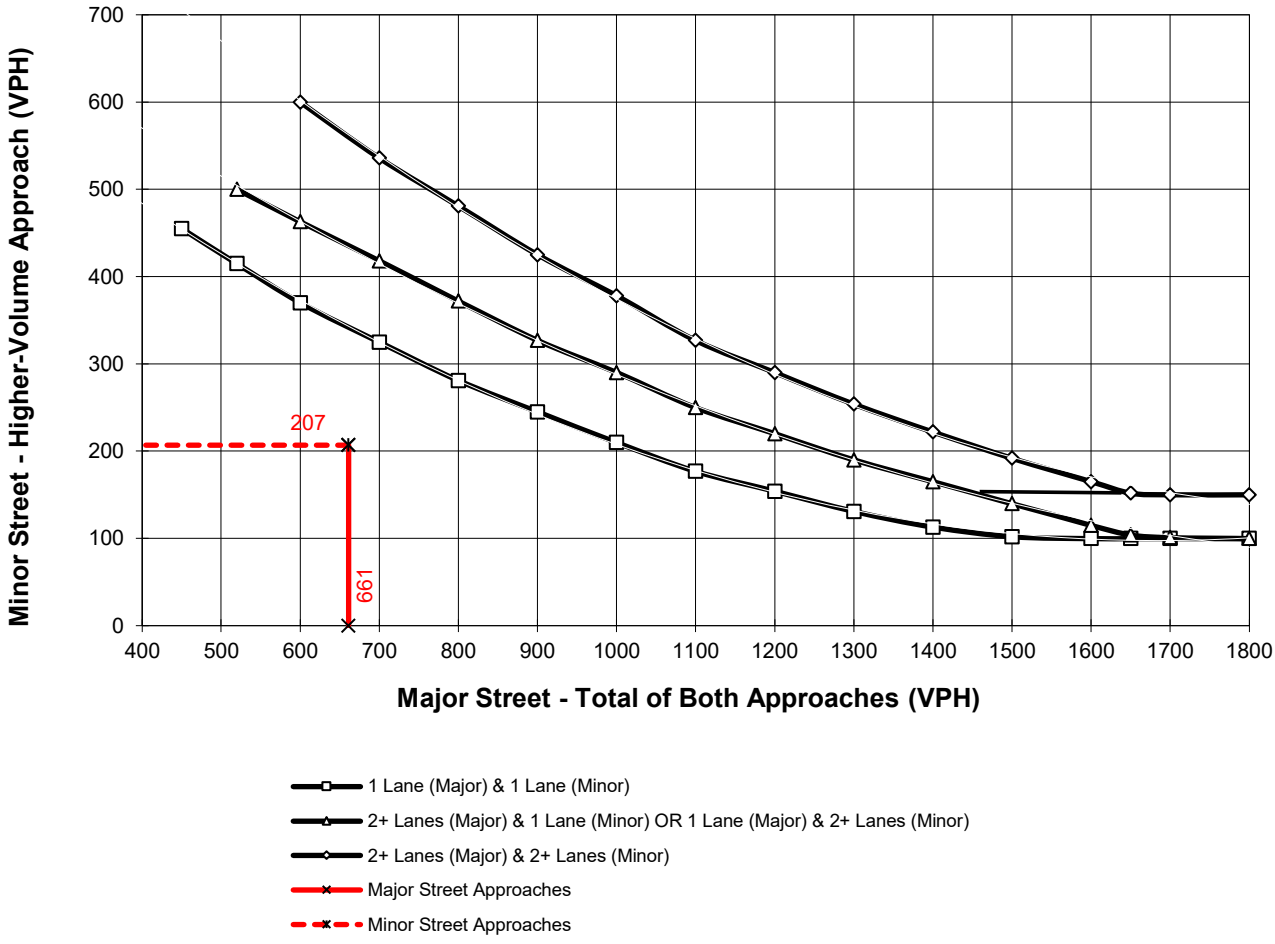
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **661**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **207**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

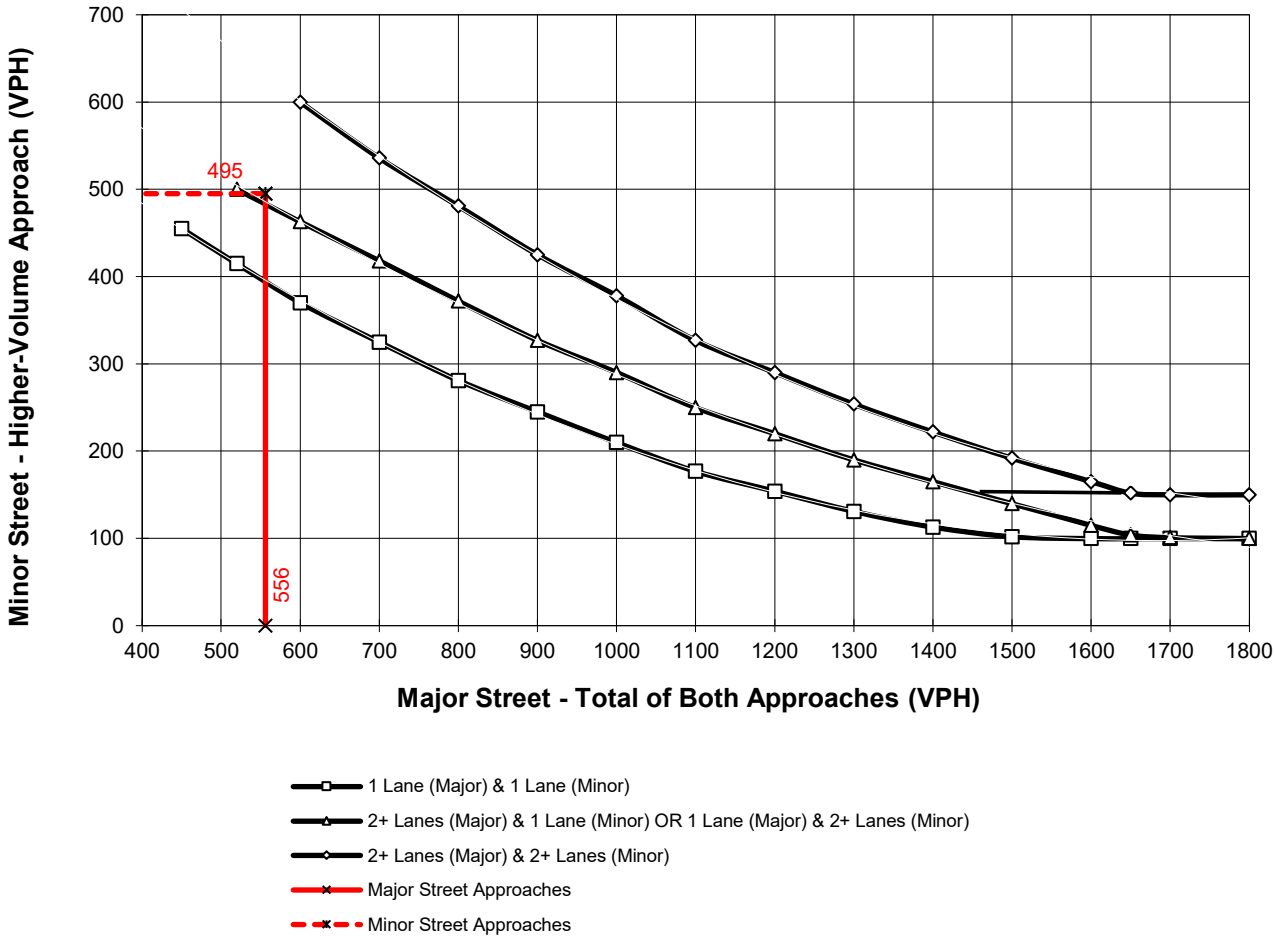
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **556**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Del Rio**
High Volume Approach (VPH) = **495**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet Summary

Jurisdiction:	**City of Corona**	Count Date:	06/22/23	
Major Street:	**Paseo Grande**	Critical Approach Speed (Major)	40	mph
Minor Street:	**Via Del Rio**	Critical Approach Speed (Minor)	35	mph

Major Street Approach Lanes = **1**
Minor Street Approach Lanes = **1**

WARRANT 1 - Eight Hour Vehicular Volume	**SATISFIED =**	**NO**
WARRANT 2 - Four Hour Vehicular Volume	**SATISFIED =**	**NO**
WARRANT 3 - Peak Hour	**SATISFIED =**	**YES**

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 2)

___ DIST	___ CO	___ RTE	___ PM				
				COUNT DATE		06/22/23	
				CALC	CS	DATE	06/22/23
Jurisdiction:	**City of Corona**			CHK	-	DATE	
Major Street:	**Paseo Grande**			Critical Approach Speed (Major)		40	mph
Minor Street:	**Via Del Rio**			Critical Approach Speed (Minor)		35	mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); X

or **RURAL (R)**

In built up area of isolated community of < 10,000 population .....

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED = NO**

(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED = NO** **80% SATISFIED = YES**

Minimum Requirements (80% shown in Brackets)

Minimum Major Approach Volume = 350

Minimum Minor Approach Volume = 105

	U	R	U	R	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Hr 6	Hr 7	Hr 8	%
Approach Lanes	1		2 or More		**7**	**14**	**8**	**17**	**16**	**15**	**13**	**8**	Satisfy
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	**449**	**604**	**326**	**524**	**482**	**471**	**373**	**326**	**93%**
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	**522**	**236**	**376**	**163**	**203**	**213.5**	**213**	**376**	**100%**

Condition B - Interruption of Continuous Traffic **100% SATISFIED = NO** **80% SATISFIED = NO**

Minimum Requirements (80% shown in Brackets)

Minimum Major Approach Volume = 525

Minimum Minor Approach Volume = 53

	U	R	U	R	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Hr 6	Hr 7	Hr 8	%
Approach Lanes	1		2 or More		**7**	**14**	**8**	**17**	**16**	**15**	**13**	**8**	Satisfy
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	**449**	**604**	**326**	**524**	**482**	**471**	**373**	**326**	**62%**
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	**522**	**236**	**376**	**163**	**203**	**213.5**	**213**	**376**	**100%**

Combination of Conditions A & B **SATISFIED = NO**

REQUIREMENT	CONDITIONS	√	FULFILLED
TWO CONDITIONS 80% SATISFIED	A. MINIMUM VEHICULAR VOLUME AND,		**YES**
	B. INTERRUPTION OF CONTINUOUS TRAFFIC		**NO**
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			**YES**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 2)

Major Street: **Paseo Grande** Minor Street: **Via Del Rio**

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* = NO**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	Number of Lanes	7	14	8	17
Both Approaches - Major Street	1	449	604	326	524
Highest Approach - Minor Street	1	522	236	376	163

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	NO
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	NO

WARRANT 3 - Peak Hour **SATISFIED = YES**
(Part A or Part B must be satisfied)

PART A **SATISFIED = YES**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES

PART B **SATISFIED = YES**

APPROACH LANES	Number of Lanes	7
Both Approaches - Major Street	1	449
Highest Approach - Minor Street	1	522

The plotted points fall above the curve in Figure 4C-3. (URBAN AREAS)	YES
OR, The plotted point falls above the curves in Figure 4C-4. (RURAL AREAS)	YES

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

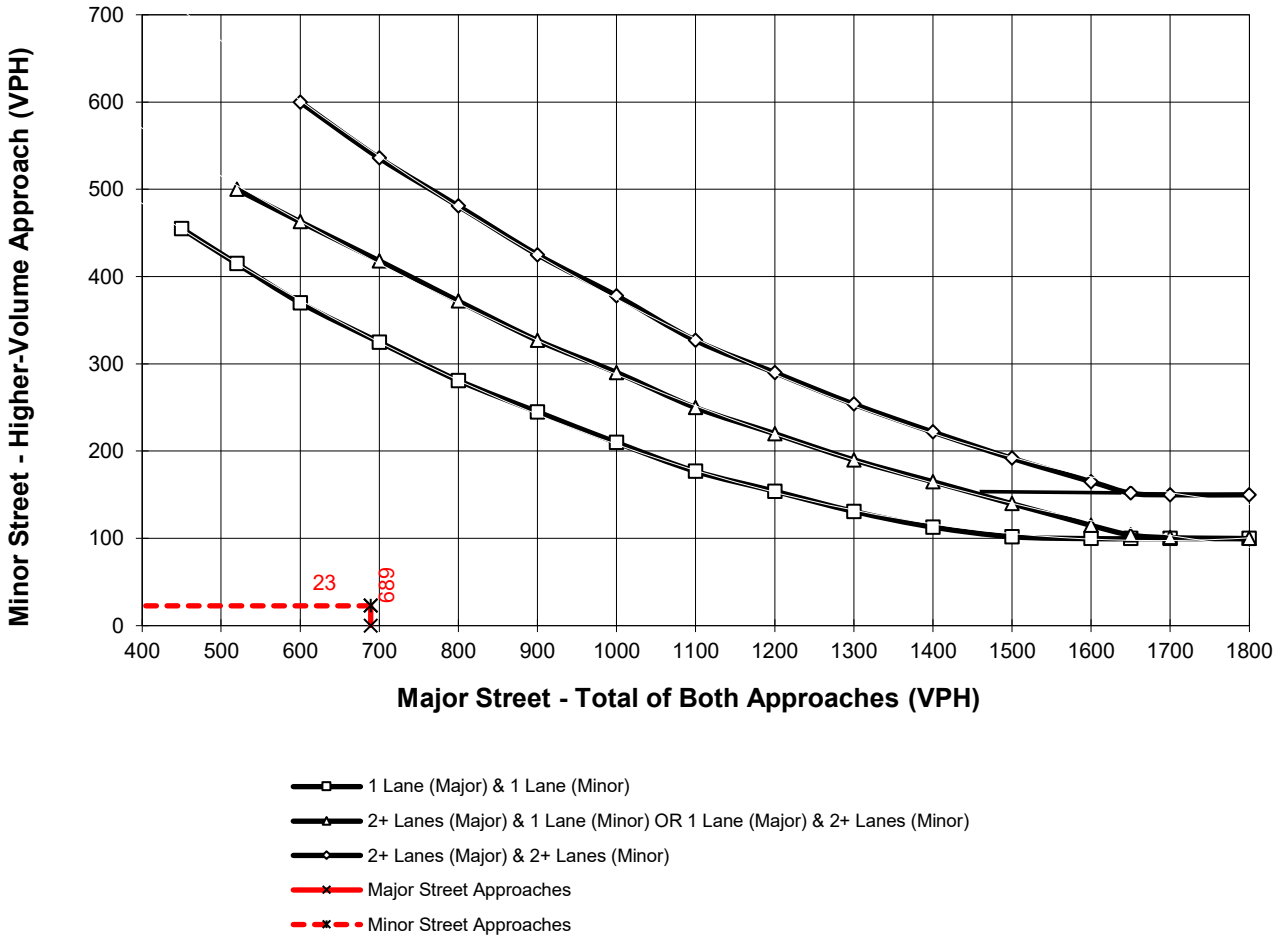
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **689**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Brae Burn Rd.**
High Volume Approach (VPH) = **23**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

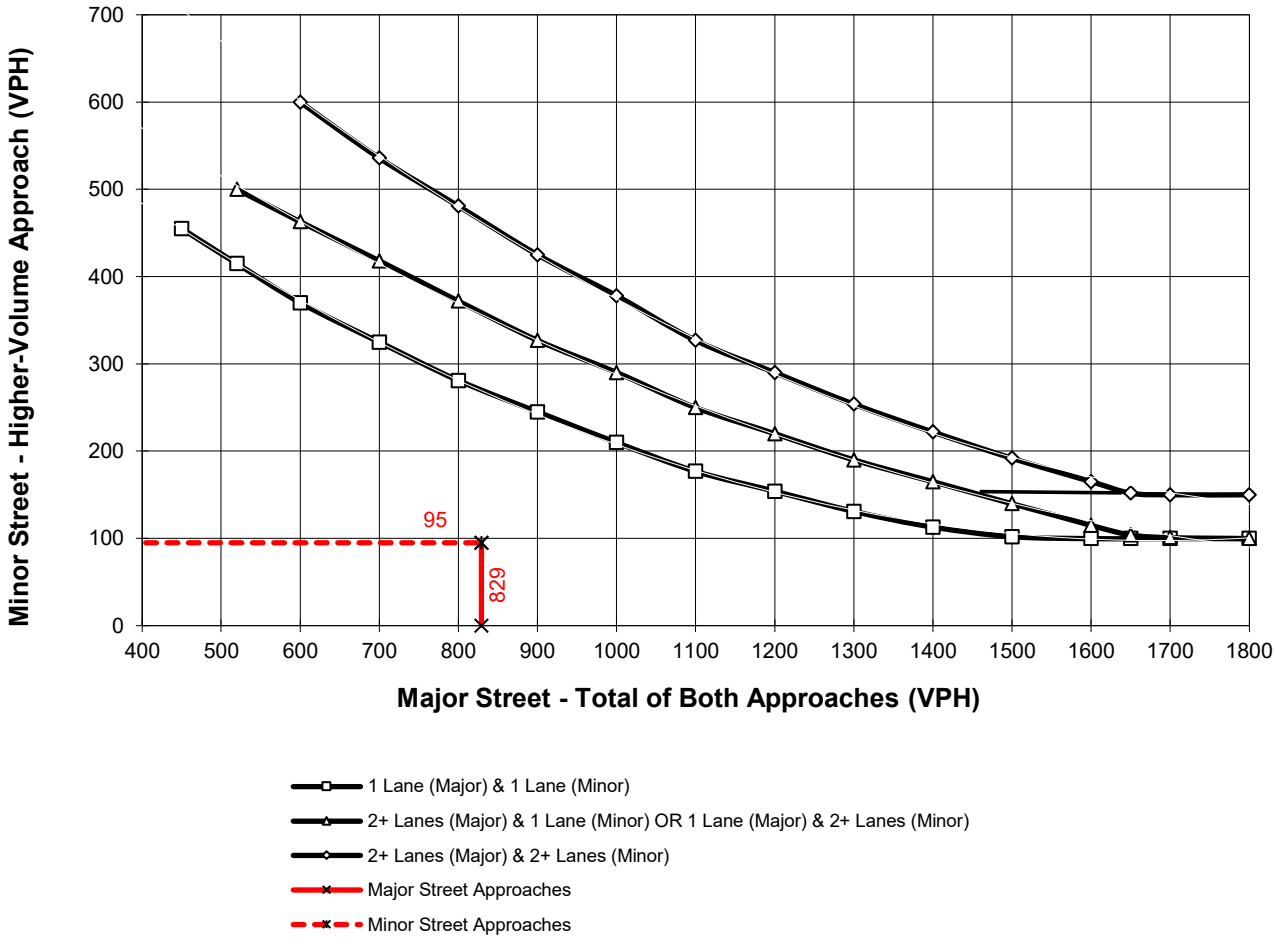
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **829**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Pine Crest Dr.**
High Volume Approach (VPH) = **95**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

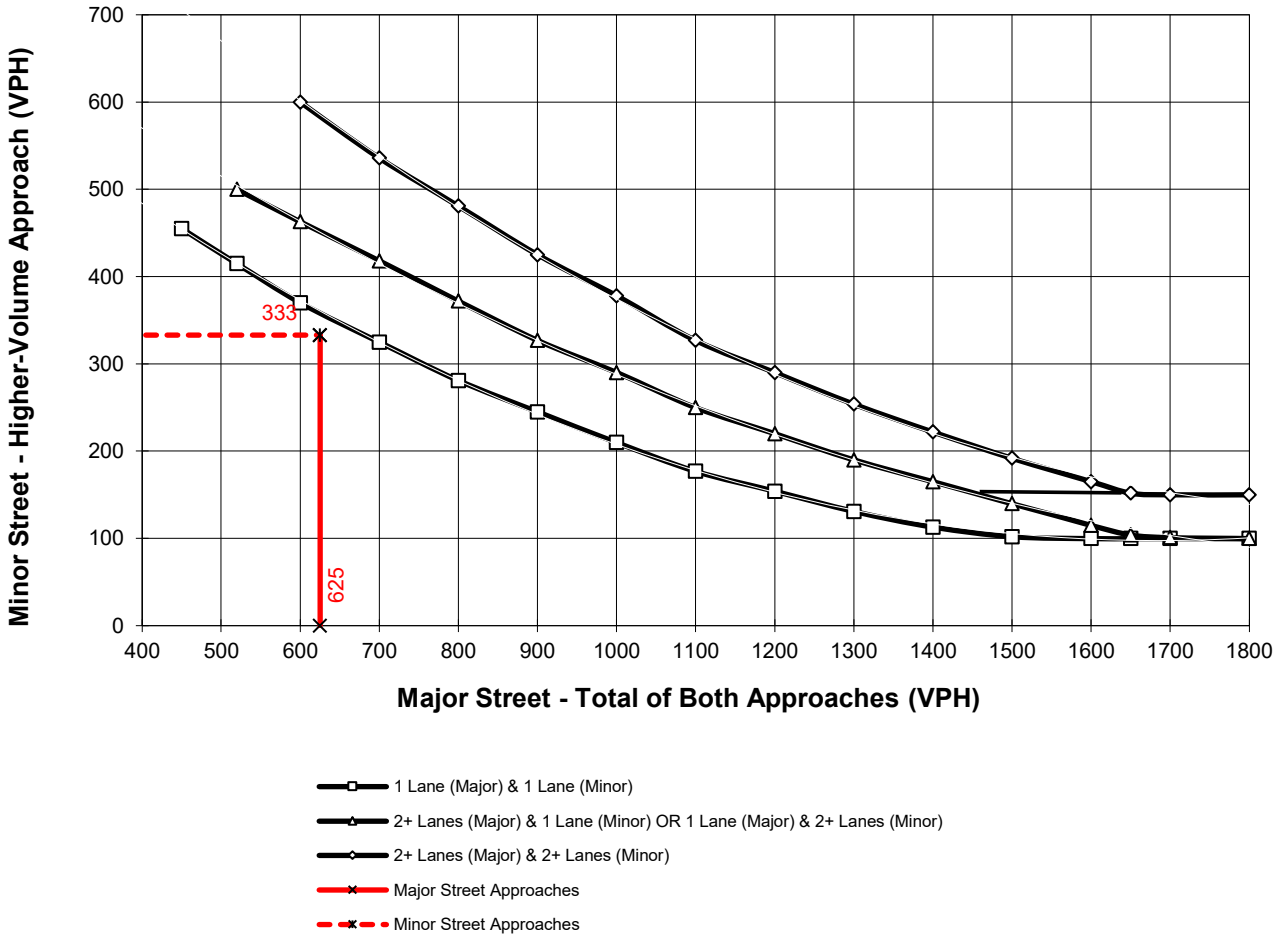
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **625**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Ontario Av.**
High Volume Approach (VPH) = **333**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

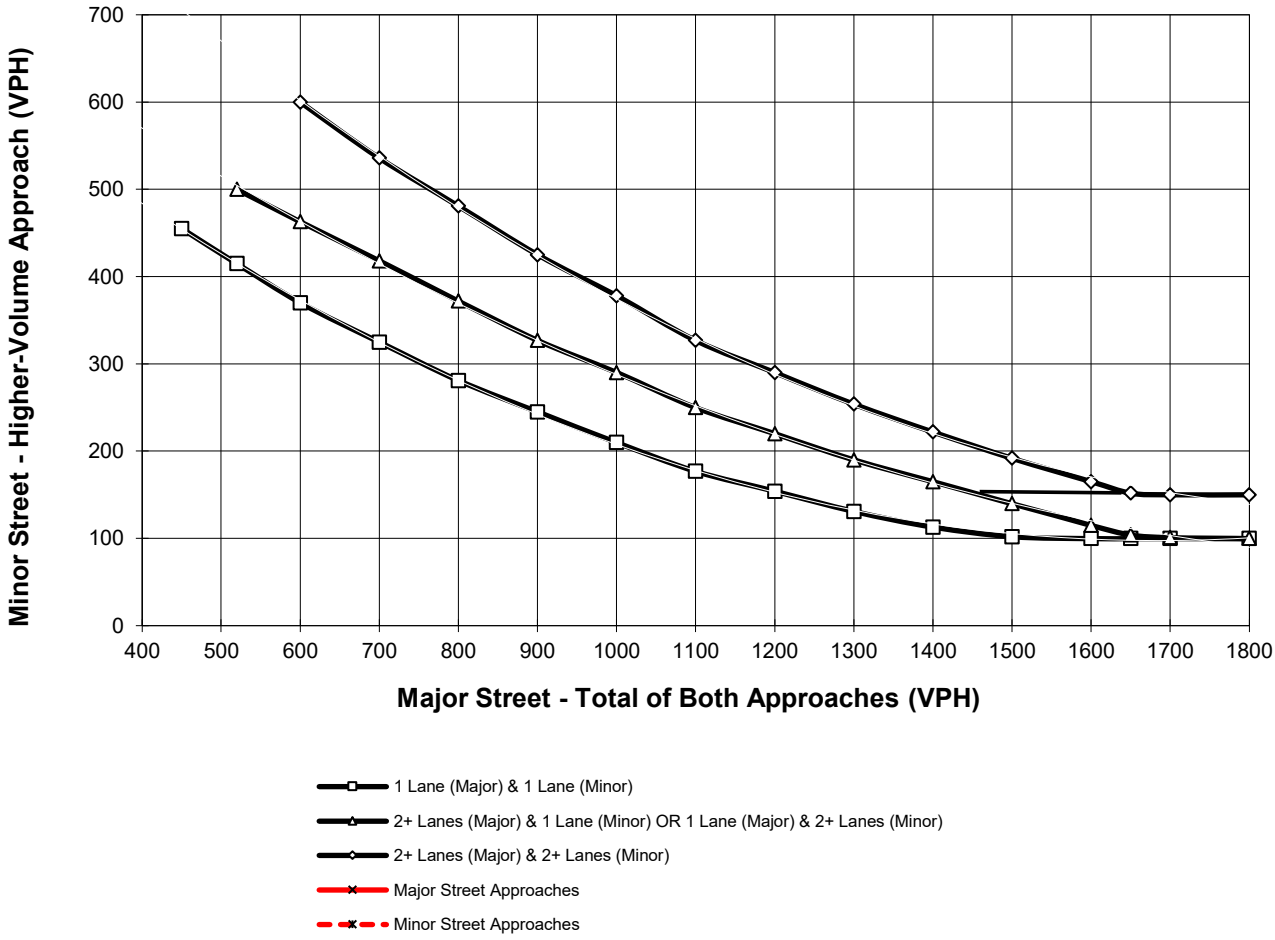
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Santiago**
Total of Both Approaches (VPH) = **235**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **112**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

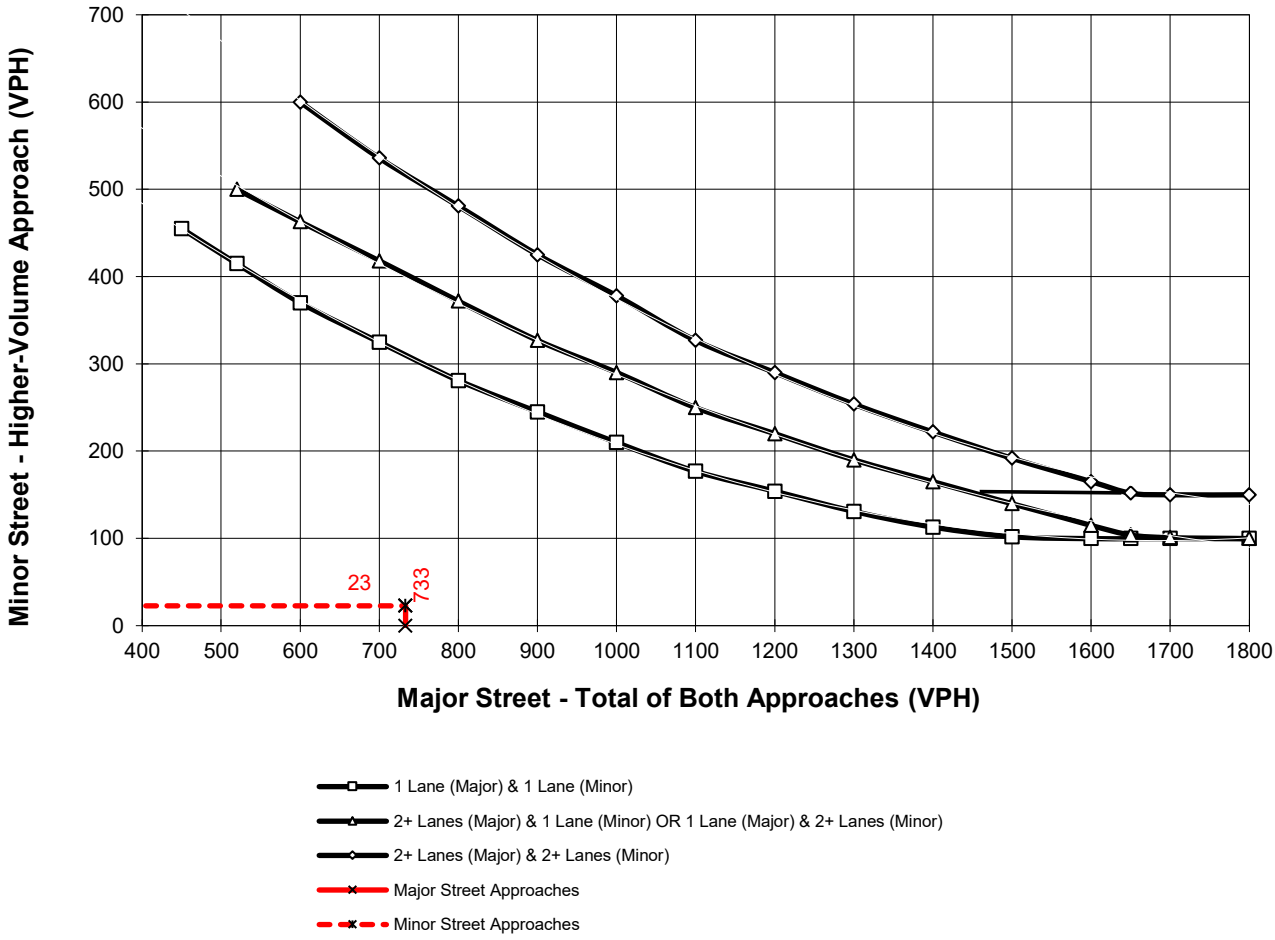
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **733**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **23**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

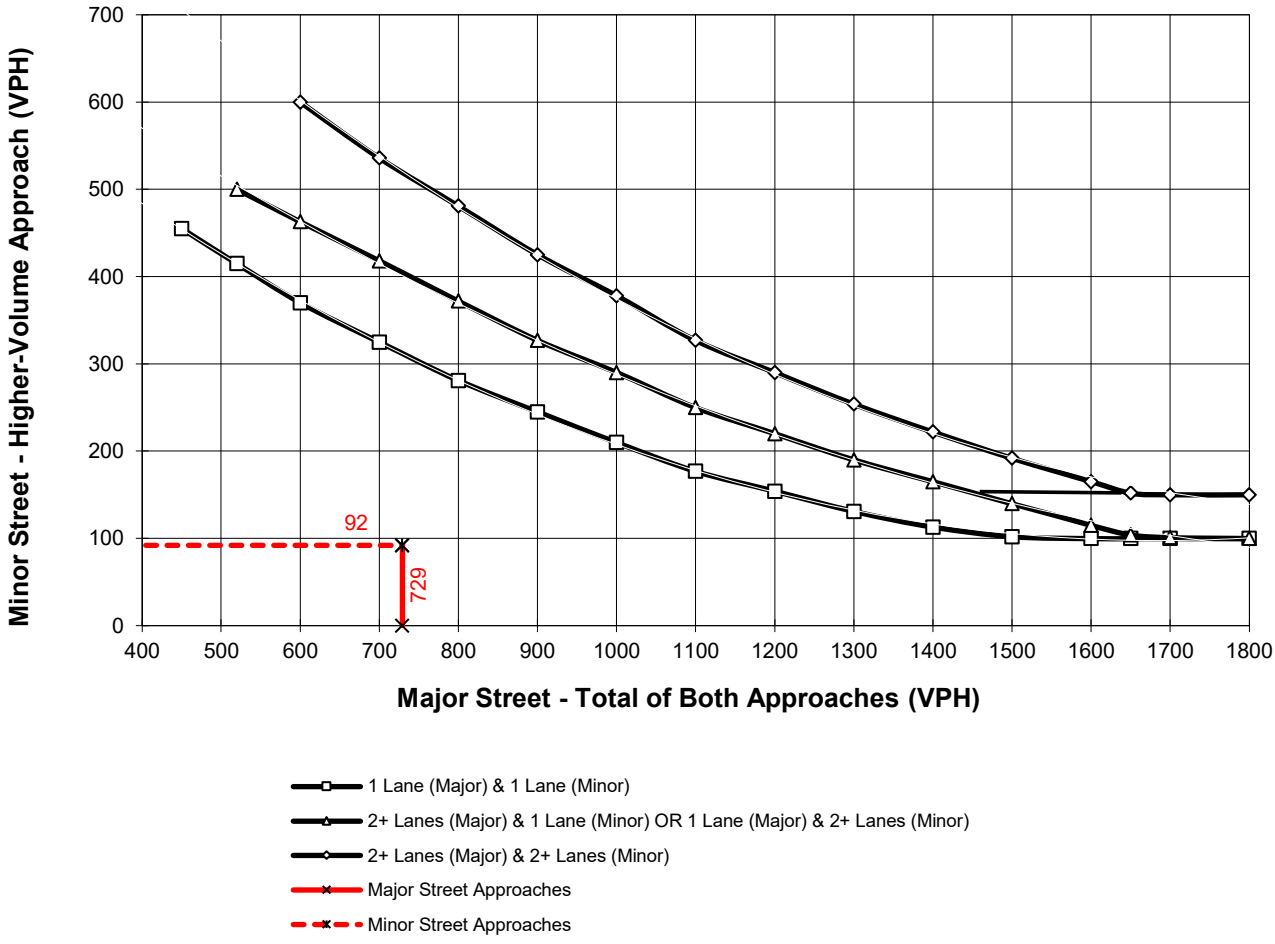
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **729**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Kirkwood Dr.**
High Volume Approach (VPH) = **92**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

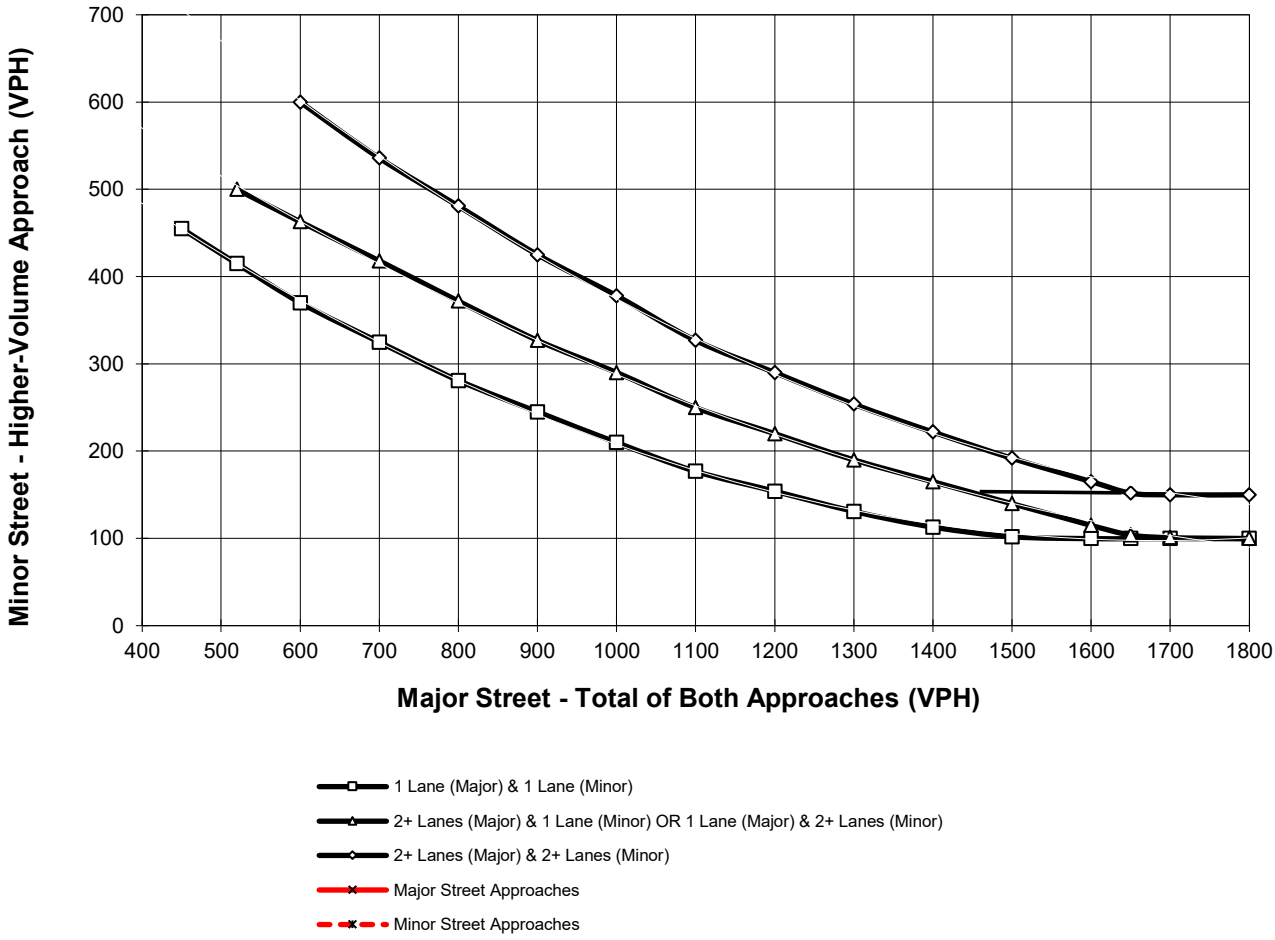
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Avenida Del Vista** Total of Both Approaches (VPH) = **346**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago** High Volume Approach (VPH) = **301**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

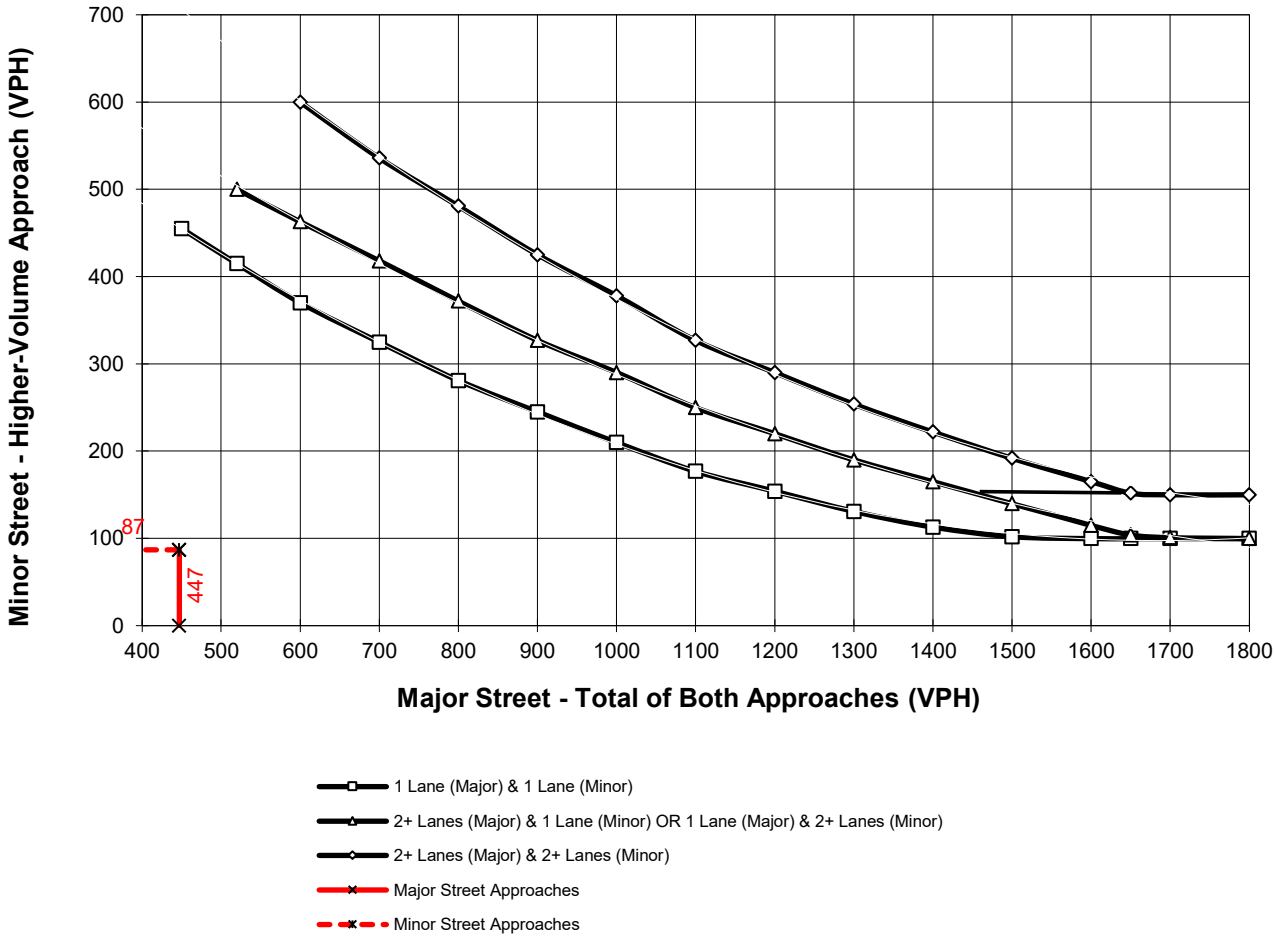
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday PM Peak Hour**

Major Street Name = **Ontario Av.**
Total of Both Approaches (VPH) = **447**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenida del Vista**
High Volume Approach (VPH) = **87**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED

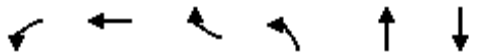


*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4: EXISTING (2023) CONDITIONS QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	58	67	39	555	435	711
v/c Ratio	0.46	0.50	0.19	0.85	0.15	0.57
Control Delay	48.8	50.9	2.8	34.4	0.7	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7
Total Delay	48.8	50.9	2.8	34.4	0.7	23.9
Queue Length 50th (ft)	29	33	0	266	5	158
Queue Length 95th (ft)	#81	#92	3	358	5	217
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	127	133	201	761	3001	1243
Starvation Cap Reductn	0	0	0	3	0	239
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.50	0.19	0.73	0.14	0.71

Intersection Summary

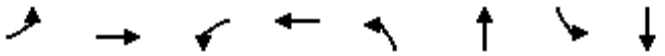
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	130	132	138	1123	35	218
v/c Ratio	0.58	0.58	0.42	0.36	0.22	0.08
Control Delay	41.8	42.0	9.6	6.4	24.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	42.0	9.6	6.4	24.8	4.9
Queue Length 50th (ft)	65	66	0	68	14	32
Queue Length 95th (ft)	112	114	44	122	m22	38
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	413	415	493	3155	207	2610
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	52	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.32	0.28	0.36	0.17	0.08

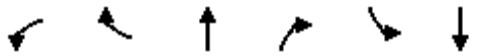
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	90	37	209	195	40	862	39	306
v/c Ratio	0.25	0.07	0.51	0.32	0.18	0.61	0.10	0.22
Control Delay	19.9	9.5	23.6	5.9	30.9	16.2	30.3	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	19.9	9.5	23.6	5.9	30.9	16.3	30.3	13.4
Queue Length 50th (ft)	24	2	61	4	13	118	6	35
Queue Length 95th (ft)	69	23	146	48	48	233	24	82
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	935	1293	1080	1291	383	3145	529	3077
Starvation Cap Reductn	0	0	0	0	17	763	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.03	0.19	0.15	0.11	0.36	0.07	0.10

Intersection Summary



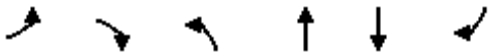
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	126	131	810	49	38	529
v/c Ratio	0.36	0.32	0.48	0.06	0.15	0.27
Control Delay	20.8	7.2	10.1	4.0	22.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	7.2	10.1	4.0	22.4	5.1
Queue Length 50th (ft)	21	0	46	0	7	27
Queue Length 95th (ft)	84	38	155	16	37	54
Internal Link Dist (ft)	258		763			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	1326	1203	3525	1543	635	3539
Starvation Cap Reductn	0	0	0	0	14	1201
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.23	0.03	0.06	0.23

Intersection Summary



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	33	4	782	12	643
v/c Ratio	0.22	0.08	0.02	0.35	0.06	0.55
Control Delay	17.8	11.4	27.5	7.8	26.9	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	11.4	27.5	7.8	26.9	11.1
Queue Length 50th (ft)	12	2	1	50	3	93
Queue Length 95th (ft)	62	25	12	175	23	358
Internal Link Dist (ft)	948	869		423		763
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	723	823	334	3464	334	1807
Starvation Cap Reductn	0	0	0	86	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.04	0.01	0.23	0.04	0.36

Intersection Summary



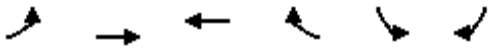
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	134	7	28	661	212	428
v/c Ratio	0.13	0.01	0.11	0.32	0.21	0.41
Control Delay	13.7	0.0	21.3	6.8	9.1	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	0.0	21.3	6.8	9.1	2.8
Queue Length 50th (ft)	7	0	4	40	23	0
Queue Length 95th (ft)	44	0	34	91	98	46
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	2081	1004	498	3463	1795	1506
Starvation Cap Reductn	0	0	0	0	0	153
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.06	0.19	0.12	0.32

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	4	22	22	61	6	269	285
v/c Ratio	0.01	0.08	0.08	0.16	0.03	0.10	0.11
Control Delay	0.0	16.8	16.7	0.9	25.8	6.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	16.8	16.7	0.9	25.8	6.8	9.0
Queue Length 50th (ft)	0	5	5	0	1	10	10
Queue Length 95th (ft)	0	21	21	0	14	70	89
Internal Link Dist (ft)	323		1076			613	246
Turn Bay Length (ft)		360		360	120		
Base Capacity (vph)	316	957	969	961	197	2587	2495
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	0.01	0.02	0.02	0.06	0.03	0.10	0.11

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	179	340	1071	130	157	204
v/c Ratio	0.63	0.14	0.62	0.16	0.28	0.47
Control Delay	41.4	4.0	17.5	3.1	30.6	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	4.0	17.5	3.1	30.6	8.7
Queue Length 50th (ft)	84	24	198	0	35	0
Queue Length 95th (ft)	132	33	252	24	58	45
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	349	2499	1731	831	570	433
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.14	0.62	0.16	0.28	0.47

Intersection Summary

Intersection	
Intersection Delay, s/veh	42.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	13	37	158	49	288	29	224	104	45	152	2
Future Vol, veh/h	2	13	37	158	49	288	29	224	104	45	152	2
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	16	45	193	60	351	35	273	127	55	185	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	64.9	30.2	16.9
HCM LOS	B	F	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	23%
Vol Thru, %	63%	25%	10%	76%
Vol Right, %	29%	71%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	357	52	495	199
LT Vol	29	2	158	45
Through Vol	224	13	49	152
RT Vol	104	37	288	2
Lane Flow Rate	435	63	604	243
Geometry Grp	1	1	1	1
Degree of Util (X)	0.791	0.13	1.013	0.484
Departure Headway (Hd)	6.544	7.514	6.039	7.178
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	549	480	598	498
Service Time	4.627	5.514	4.106	5.278
HCM Lane V/C Ratio	0.792	0.131	1.01	0.488
HCM Control Delay	30.2	11.6	64.9	16.9
HCM Lane LOS	D	B	F	C
HCM 95th-tile Q	7.4	0.4	15.5	2.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	6	2	340	339	8
Future Vol, veh/h	17	6	2	340	339	8
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	8	3	472	471	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	982	504	509	0	-	0
Stage 1	504	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	276	568	1056	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	261	553	1029	-	-	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1029	-	424	-	-
HCM Lane V/C Ratio	0.003	-	0.075	-	-
HCM Control Delay (s)	8.5	0	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	342	0	0	345	0
Future Vol, veh/h	0	0	0	0	0	0	0	342	0	0	345	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	372	0	0	375	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	747	747	375	747	747	372	375	0	0	372	0	0
Stage 1	375	375	-	372	372	-	-	-	-	-	-	-
Stage 2	372	372	-	375	375	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	329	341	671	329	341	674	1183	-	-	1186	-	-
Stage 1	646	617	-	648	619	-	-	-	-	-	-	-
Stage 2	648	619	-	646	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	329	341	671	329	341	674	1183	-	-	1186	-	-
Mov Cap-2 Maneuver	329	341	-	329	341	-	-	-	-	-	-	-
Stage 1	646	617	-	648	619	-	-	-	-	-	-	-
Stage 2	648	619	-	646	617	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

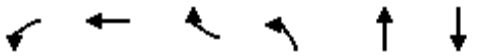
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	-	-	1186	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	41
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	74	163	321	273	72
Future Vol, veh/h	21	74	163	321	273	72
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	109	240	472	401	106
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.5	60.8	21.3
HCM LOS	B	F	C

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	34%	22%	0%
Vol Thru, %	66%	0%	79%
Vol Right, %	0%	78%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	484	95	345
LT Vol	163	21	0
Through Vol	321	0	273
RT Vol	0	74	72
Lane Flow Rate	712	140	507
Geometry Grp	1	1	1
Degree of Util (X)	1.017	0.246	0.734
Departure Headway (Hd)	5.142	6.349	5.206
Convergence, Y/N	Yes	Yes	Yes
Cap	705	564	695
Service Time	3.176	4.41	3.246
HCM Lane V/C Ratio	1.01	0.248	0.729
HCM Control Delay	60.8	11.5	21.3
HCM Lane LOS	F	B	C
HCM 95th-tile Q	17	1	6.5



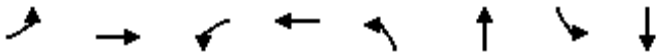
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	150	150	72	146	504	856
v/c Ratio	0.62	0.62	0.24	0.57	0.20	0.50
Control Delay	43.2	43.2	6.9	40.2	6.8	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.4
Total Delay	43.2	43.2	6.9	40.2	6.8	16.2
Queue Length 50th (ft)	75	75	0	79	84	136
Queue Length 95th (ft)	126	126	25	109	26	229
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	332	332	384	323	2587	1732
Starvation Cap Reductn	0	0	0	0	0	629
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.45	0.19	0.45	0.19	0.78

Intersection Summary



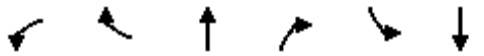
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	170	169	460	564	165	555
v/c Ratio	0.50	0.49	0.83	0.24	0.63	0.23
Control Delay	31.4	31.2	23.1	8.6	31.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	31.2	23.1	8.6	31.5	7.7
Queue Length 50th (ft)	80	78	76	31	55	25
Queue Length 95th (ft)	120	118	164	65	107	128
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	540	543	708	2319	301	2366
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.31	0.65	0.24	0.55	0.23

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	94	73	88	48	29	521	177	796
v/c Ratio	0.25	0.14	0.24	0.10	0.13	0.46	0.31	0.39
Control Delay	18.9	10.2	18.9	9.3	27.5	15.1	24.1	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	10.2	18.9	9.3	27.5	15.1	24.1	11.5
Queue Length 50th (ft)	20	6	19	3	7	53	21	52
Queue Length 95th (ft)	67	37	64	26	38	140	71	218
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	1061	1332	1036	1297	518	3134	1491	3328
Starvation Cap Reductn	0	0	0	0	10	522	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.05	0.08	0.04	0.06	0.20	0.12	0.24

Intersection Summary



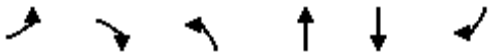
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	14	20	526	24	60	854
v/c Ratio	0.05	0.08	0.22	0.02	0.19	0.26
Control Delay	15.0	9.1	5.7	4.0	14.7	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	9.1	5.7	4.0	14.7	1.3
Queue Length 50th (ft)	3	0	22	0	11	0
Queue Length 95th (ft)	15	14	78	10	37	58
Internal Link Dist (ft)	258		763			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	927	826	3539	1549	1407	3539
Starvation Cap Reductn	0	0	0	0	18	406
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.15	0.02	0.04	0.27

Intersection Summary



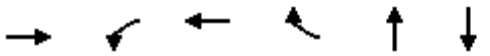
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	12	14	503	28	849
v/c Ratio	0.15	0.03	0.08	0.19	0.15	0.58
Control Delay	9.1	0.2	37.9	6.1	37.6	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	9.1	0.2	37.9	6.1	37.6	9.9
Queue Length 50th (ft)	0	0	4	29	9	149
Queue Length 95th (ft)	28	0	31	105	49	557
Internal Link Dist (ft)	948	869		423		763
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	607	682	258	3324	258	1738
Starvation Cap Reductn	0	0	0	0	0	423
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.02	0.05	0.15	0.11	0.65

Intersection Summary



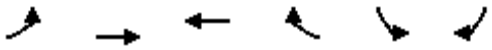
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	218	34	6	299	751	69
v/c Ratio	0.28	0.08	0.03	0.15	0.73	0.08
Control Delay	20.7	0.4	30.5	5.0	14.4	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	0.4	30.5	5.0	14.4	1.2
Queue Length 50th (ft)	23	0	1	16	120	0
Queue Length 95th (ft)	85	0	16	38	409	10
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	1296	653	181	3379	1779	1482
Starvation Cap Reductn	0	0	0	0	65	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.05	0.03	0.09	0.44	0.05

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	7	108	109	98	249	560
v/c Ratio	0.02	0.34	0.34	0.24	0.11	0.25
Control Delay	0.2	19.7	19.8	3.1	7.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	19.7	19.8	3.1	7.8	8.1
Queue Length 50th (ft)	0	27	27	0	11	27
Queue Length 95th (ft)	0	68	69	15	64	141
Internal Link Dist (ft)	323		1076		613	246
Turn Bay Length (ft)		360		360		
Base Capacity (vph)	306	948	948	953	2271	2271
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.11	0.11	0.10	0.11	0.25

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	179	1282	417	68	523	250
v/c Ratio	0.63	0.58	0.29	0.10	0.61	0.43
Control Delay	40.9	10.4	17.6	5.2	30.0	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	10.4	17.6	5.2	30.0	6.1
Queue Length 50th (ft)	84	178	73	0	119	0
Queue Length 95th (ft)	141	234	114	25	169	54
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	362	2198	1425	670	862	584
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.58	0.29	0.10	0.61	0.43

Intersection Summary

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	29	3	41	21	102	2	71	46	318	89	10
Future Vol, veh/h	3	29	3	41	21	102	2	71	46	318	89	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	31	3	44	22	109	2	76	49	338	95	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	9.7	8.8	14.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	25%	76%
Vol Thru, %	60%	83%	13%	21%
Vol Right, %	39%	9%	62%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	35	164	417
LT Vol	2	3	41	318
Through Vol	71	29	21	89
RT Vol	46	3	102	10
Lane Flow Rate	127	37	174	444
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.057	0.243	0.586
Departure Headway (Hd)	4.774	5.517	5.014	4.755
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	642	710	754
Service Time	2.854	3.615	3.088	2.816
HCM Lane V/C Ratio	0.171	0.058	0.245	0.589
HCM Control Delay	8.8	9	9.7	14.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.6	0.2	0.9	3.9

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	6	2	108	109	24
Future Vol, veh/h	11	6	2	108	109	24
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	8	3	135	136	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	154	169	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	696	892	1409	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	690	889	1405	-	-	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1405	-	768	-	-
HCM Lane V/C Ratio	0.002	-	0.028	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	110	0	0	115	0
Future Vol, veh/h	0	0	0	0	0	0	0	110	0	0	115	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	120	0	0	125	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	245	245	125	245	245	120	125	0	0	120	0	0
Stage 1	125	125	-	120	120	-	-	-	-	-	-	-
Stage 2	120	120	-	125	125	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	709	657	926	709	657	931	1462	-	-	1468	-	-
Stage 1	879	792	-	884	796	-	-	-	-	-	-	-
Stage 2	884	796	-	879	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	709	657	926	709	657	931	1462	-	-	1468	-	-
Mov Cap-2 Maneuver	709	657	-	709	657	-	-	-	-	-	-	-
Stage 1	879	792	-	884	796	-	-	-	-	-	-	-
Stage 2	884	796	-	879	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1462	-	-	-	-	1468	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	47	12	78	95	20
Future Vol, veh/h	32	47	12	78	95	20
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	53	14	89	108	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	7.9	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	13%	41%	0%
Vol Thru, %	87%	0%	83%
Vol Right, %	0%	59%	17%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	90	79	115
LT Vol	12	32	0
Through Vol	78	0	95
RT Vol	0	47	20
Lane Flow Rate	102	90	131
Geometry Grp	1	1	1
Degree of Util (X)	0.12	0.104	0.148
Departure Headway (Hd)	4.219	4.168	4.066
Convergence, Y/N	Yes	Yes	Yes
Cap	840	865	872
Service Time	2.296	2.168	2.14
HCM Lane V/C Ratio	0.121	0.104	0.15
HCM Control Delay	7.9	7.7	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	0.5

Simtraffic Queuing Worksheets

Peak Hour Freeway Queuing Summary for Existing (2023) Conditions

Intersections	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)[2] AM Peak Hour	95th Percentile Queue (Feet)[2] PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	348	135	Yes	Yes
	NBT	365	72	93	Yes	Yes
	SBT	200	**287**	**213**	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	159	90	Yes	Yes
	SBL	365	55	154	Yes	Yes
	SBT	365	86	158	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	62	53	Yes	Yes
	NBT/R	110	**135**	**129**	**No**	**No**
	SBL	150	53	100	Yes	Yes
	SBT/R	400	150	298	Yes	Yes
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	467	159	Yes	Yes
	NBR	145	131	19	Yes	Yes
	SBL	110	56	70	Yes	Yes
	SBT	110	94	101	Yes	Yes
	WBL	95	**111**	36	**No**	Yes
	WBR	245	94	39	Yes	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	73	34	Yes[3]	Yes
	NBT/R	385	140	122	Yes	Yes
	SBL	50	99	60	Yes[3]	Yes[3]
	SBT/R	750	102	255	Yes	Yes
12 Serfas Club Dr. & Palisades Dr.	NBL	100	51	23	Yes	Yes
	NBT/R	345	73	34	Yes	Yes
	SBT	385	102	96	Yes	Yes
	SBR	100	99	**242**	Yes	**No**
21 Paseo Grande & Via Del Rio	NBL/T/R	560	104	59	Yes	Yes
	SBL/T/R	1,350	80	119	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	104	7	Yes	Yes
	SBT/R	560	80	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection			
	SBL/T/R	230				
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	123	54	Yes	Yes
	SBT/R	330	84	52	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile queues reported from the Simtraffic software.

Intersection: 4: Driveway 1 & Frontage Rd.

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	69	136	50	392	93	63	312	333
Average Queue (ft)	11	59	21	216	21	18	95	256
95th Queue (ft)	43	107	42	348	72	51	287	357
Link Distance (ft)	2344	2344		396	396	396	296	296
Upstream Blk Time (%)				1			5	18
Queuing Penalty (veh)				2			0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	150	139	79	186	143	203	70	44	113
Average Queue (ft)	78	67	35	65	36	79	23	7	34
95th Queue (ft)	128	118	63	145	96	159	55	29	86
Link Distance (ft)	879	879		419	419	419	396	396	396
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			600						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	99	85	180	174	83	112	127	28	55	46	187
Average Queue (ft)	47	20	85	65	27	62	97	5	26	9	75
95th Queue (ft)	83	58	147	121	62	114	135	22	53	34	150
Link Distance (ft)		157	376	376	90	90	90			419	419
Upstream Blk Time (%)					0	3	15				
Queuing Penalty (veh)					0	8	44				
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	4	0									
Queuing Penalty (veh)	1	0									

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	131	123	226	535	195	69	97	107
Average Queue (ft)	61	51	16	226	30	26	40	41
95th Queue (ft)	111	94	125	467	131	56	86	94
Link Distance (ft)	3047	3047	777	777		90	90	90
Upstream Blk Time (%)						0	1	1
Queuing Penalty (veh)						0	1	1
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				18				
Queuing Penalty (veh)				8				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	90	45	31	111	217	69	192
Average Queue (ft)	33	20	4	20	92	13	81
95th Queue (ft)	71	44	21	65	172	43	161
Link Distance (ft)	992	902		394	394		777
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			0	0		0	10
Queuing Penalty (veh)			0	0		2	1

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	SB	SB	NE	NE	NE
Directions Served	L	L	R	>	<	L	LR
Maximum Queue (ft)	39	76	143	139	63	133	167
Average Queue (ft)	6	20	42	53	23	19	79
95th Queue (ft)	25	52	99	102	51	73	140
Link Distance (ft)	1016	1016	394				1212
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				100	100	100	
Storage Blk Time (%)			3	0		0	2
Queuing Penalty (veh)			14	1		0	8

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	272	136	90
Average Queue (ft)	21	109	65	50
95th Queue (ft)	42	207	104	80
Link Distance (ft)	1265	314	553	651
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	56	8
Average Queue (ft)	17	0
95th Queue (ft)	44	5
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 24: Paseo Grande & Pine Crest Dr.

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	57	159	109
Average Queue (ft)	33	76	57
95th Queue (ft)	55	123	84
Link Distance (ft)	3047	667	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 91

Intersection: 4: Driveway 1 & Frontage Rd.

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	141	179	70	152	109	106	268	311
Average Queue (ft)	49	107	27	72	38	39	75	213
95th Queue (ft)	111	174	53	135	85	93	213	330
Link Distance (ft)	2344	2344		396	396	396	296	296
Upstream Blk Time (%)							0	4
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	143	212	191	87	110	184	182	120	172
Average Queue (ft)	52	122	103	25	45	79	87	28	87
95th Queue (ft)	111	197	172	62	90	144	154	77	158
Link Distance (ft)	879	879		419	419	419	396	396	396
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			600						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	91	103	100	87	69	92	115	83	112	71	387
Average Queue (ft)	45	38	47	27	21	30	86	30	59	15	171
95th Queue (ft)	82	78	85	62	53	79	129	71	100	50	298
Link Distance (ft)		157	376	376	90	90	90			419	419
Upstream Blk Time (%)					0	0	9				0
Queuing Penalty (veh)					0	0	16				0
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	4	2									
Queuing Penalty (veh)	3	2									

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	45	39	36	181	30	88	103	124
Average Queue (ft)	12	15	6	80	4	36	32	35
95th Queue (ft)	36	39	25	159	19	70	89	101
Link Distance (ft)	3047	3047	777	777		90	90	90
Upstream Blk Time (%)						0	0	1
Queuing Penalty (veh)						1	1	3
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				1				
Queuing Penalty (veh)				0				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	85	29	36	66	141	88	296
Average Queue (ft)	29	9	10	10	59	21	122
95th Queue (ft)	63	31	34	40	122	60	255
Link Distance (ft)	992	902		394	394		777
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			0	0		2	11
Queuing Penalty (veh)			0	0		13	3

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	SB	SB	NE	NE	NE
Directions Served	L	L	R	R	>	<	L	LR
Maximum Queue (ft)	42	130	24	279	150	38	46	111
Average Queue (ft)	9	44	2	121	25	5	10	47
95th Queue (ft)	26	92	13	242	96	23	34	91
Link Distance (ft)	1016	1016		394				1212
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300		100	100	100	
Storage Blk Time (%)				11				0
Queuing Penalty (veh)				8				1

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	70	63	173
Average Queue (ft)	16	35	38	72
95th Queue (ft)	34	59	59	119
Link Distance (ft)	1265	314	553	651
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	28	15
Average Queue (ft)	10	1
95th Queue (ft)	32	7
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 24: Paseo Grande & Pine Crest Dr.

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	77	64	64
Average Queue (ft)	31	36	33
95th Queue (ft)	58	54	52
Link Distance (ft)	3047	667	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 52

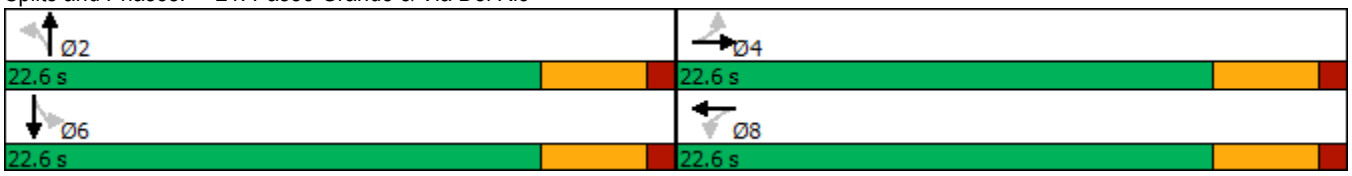
APPENDIX 3.5: EXISTING (2023) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

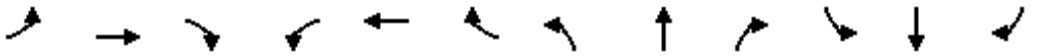
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	13	158	49	29	224	45	152
Future Volume (vph)	2	13	158	49	29	224	45	152
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	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)	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		16.3		16.3		13.6		13.6
Actuated g/C Ratio		0.41		0.41		0.35		0.35
v/c Ratio		0.09		0.84		0.70		0.44
Control Delay		4.8		23.0		16.6		12.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		4.8		23.0		16.6		12.9
LOS		A		C		B		B
Approach Delay		4.8		23.0		16.6		12.9
Approach LOS		A		C		B		B

Intersection Summary	
Cycle Length: 45.2	
Actuated Cycle Length: 39.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	13	37	158	49	288	29	224	104	45	152	2
Future Volume (veh/h)	2	13	37	158	49	288	29	224	104	45	152	2
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	0.99		1.00	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	16	45	193	60	351	35	273	127	55	185	2
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	200	510	301	98	386	123	380	166	191	495	5
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	10	457	1167	413	224	883	72	1156	507	238	1506	15
Grp Volume(v), veh/h	63	0	0	604	0	0	435	0	0	242	0	0
Grp Sat Flow(s),veh/h/ln	1633	0	0	1519	0	0	1735	0	0	1758	0	0
Q Serve(g_s), s	0.0	0.0	0.0	12.2	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	14.5	0.0	0.0	8.7	0.0	0.0	3.9	0.0	0.0
Prop In Lane	0.03		0.71	0.32		0.58	0.08		0.29	0.23		0.01
Lane Grp Cap(c), veh/h	809	0	0	785	0	0	669	0	0	690	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.77	0.00	0.00	0.65	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	841	0	0	816	0	0	888	0	0	890	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	10.2	0.0	0.0	11.8	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.3	0.0	0.0	1.1	0.0	0.0	0.3	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	0.0	0.0	4.4	0.0	0.0	2.9	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.0	0.0	14.5	0.0	0.0	12.8	0.0	0.0	10.5	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		63			604			435			242	
Approach Delay, s/veh		6.5			14.5			12.8			10.5	
Approach LOS		A			B			B			B	

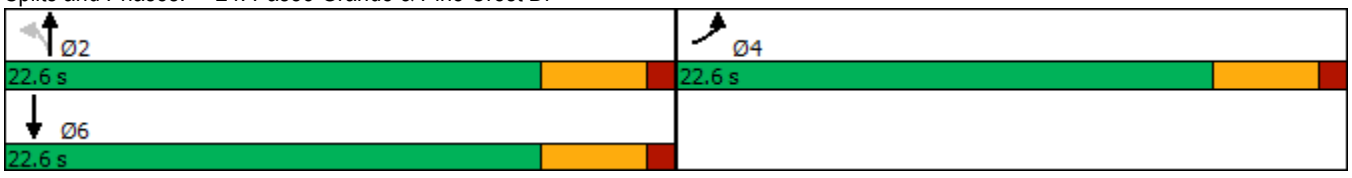
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.5		21.8		17.5		21.8				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		10.7		2.9		5.9		16.5				
Green Ext Time (p_c), s		1.7		0.2		1.2		0.7				

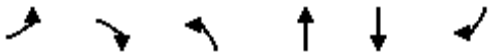
Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	21	163	321	273
Future Volume (vph)	21	163	321	273
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	22.6	22.6	22.6
Total Split (s)	22.6	22.6	22.6	22.6
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	8.4		27.3	27.3
Actuated g/C Ratio	0.20		0.65	0.65
v/c Ratio	0.33		0.89	0.43
Control Delay	6.6		31.1	8.0
Queue Delay	0.0		0.0	0.0
Total Delay	6.6		31.1	8.0
LOS	A		C	A
Approach Delay	6.6		31.1	8.0
Approach LOS	A		C	A

Intersection Summary	
Cycle Length: 45.2	
Actuated Cycle Length: 41.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	74	163	321	273	72
Future Volume (veh/h)	21	74	163	321	273	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	109	240	472	401	106
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	41	143	352	546	831	220
Arrive On Green	0.11	0.11	0.59	0.59	0.59	0.59
Sat Flow, veh/h	358	1257	332	931	1418	375
Grp Volume(v), veh/h	141	0	712	0	0	507
Grp Sat Flow(s),veh/h/ln	1626	0	1263	0	0	1793
Q Serve(g_s), s	2.6	0.0	11.6	0.0	0.0	5.0
Cycle Q Clear(g_c), s	2.6	0.0	16.7	0.0	0.0	5.0
Prop In Lane	0.22	0.77	0.34			0.21
Lane Grp Cap(c), veh/h	185	0	897	0	0	1051
V/C Ratio(X)	0.76	0.00	0.79	0.00	0.00	0.48
Avail Cap(c_a), veh/h	954	0	897	0	0	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	6.3	0.0	0.0	3.7
Incr Delay (d2), s/veh	6.3	0.0	4.9	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.2	0.0	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.5	0.0	11.2	0.0	0.0	4.0
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	141			712	507	
Approach Delay, s/veh	19.5			11.2	4.0	
Approach LOS	B			B	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.6		8.1		22.6
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		18.7		4.6		7.0
Green Ext Time (p_c), s		0.0		0.3		2.6

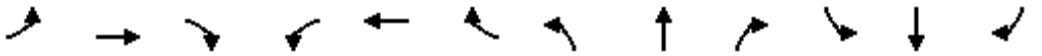
Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	110	223	243	93	164	125	
Future Volume (vph)	110	223	243	93	164	125	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	4
Permitted Phases	8	8		2	6		
Detector Phase	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
Minimum Split (s)	22.1	22.1	21.6	21.6	21.6	21.6	21.6
Total Split (s)	33.0	33.0	87.0	87.0	87.0	87.0	33.0
Total Split (%)	27.5%	27.5%	72.5%	72.5%	72.5%	72.5%	28%
Yellow Time (s)	4.1	4.1	3.6	3.6	3.6	3.6	3.6
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	
Total Lost Time (s)	5.1	5.1	4.6	4.6		4.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	Min	Min	None
Act Effct Green (s)	13.7	13.7	28.9	28.9		28.9	
Actuated g/C Ratio	0.26	0.26	0.54	0.54		0.54	
v/c Ratio	0.47	0.44	0.37	0.16		0.74	
Control Delay	25.6	1.8	7.7	1.7		17.3	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	25.6	1.8	7.7	1.7		17.3	
LOS	C	A	A	A		B	
Approach Delay			6.0			17.3	
Approach LOS			A			B	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 53.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	110	0	223	0	243	93	164	125	0
Future Volume (veh/h)	0	0	0	110	0	223	0	243	93	164	125	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	169	0	343	0	374	143	252	192	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	520	0	634	520	430	0	1002	849	381	263	0
Arrive On Green	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.54	0.54	0.54	0.54	0.00
Sat Flow, veh/h	0	1870	0	1781	1870	1548	0	1870	1585	509	490	0
Grp Volume(v), veh/h	0	0	0	169	0	343	0	374	143	444	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	1870	1548	0	1870	1585	999	0	0
Q Serve(g_s), s	0.0	0.0	0.0	3.9	0.0	10.7	0.0	6.0	2.4	15.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.9	0.0	10.7	0.0	6.0	2.4	21.1	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.57		0.00
Lane Grp Cap(c), veh/h	0	520	0	634	520	430	0	1002	849	644	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.27	0.00	0.80	0.00	0.37	0.17	0.69	0.00	0.00
Avail Cap(c_a), veh/h	0	1021	0	1093	1003	830	0	2961	2510	1844	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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	15.0	0.0	17.4	0.0	7.0	6.2	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	3.4	0.0	0.2	0.1	1.3	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	0.0	0.0	1.4	0.0	3.6	0.0	2.0	0.7	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	15.2	0.0	20.8	0.0	7.2	6.3	12.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	C	A	A	A	B	A	A
Approach Vol, veh/h		0			512			517			444	
Approach Delay, s/veh		0.0			19.0			7.0			12.9	
Approach LOS					B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.5		19.6		32.5		19.6				
Change Period (Y+Rc), s		4.6		* 5.1		4.6		5.1				
Max Green Setting (Gmax), s		82.4		* 28		82.4		27.9				
Max Q Clear Time (g_c+I1), s		8.0		0.0		23.1		12.7				
Green Ext Time (p_c), s		3.2		0.0		4.8		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	63	604	435	242
Demand Flow Rate, veh/h	64	616	444	247
Vehicles Circulating, veh/h	442	316	74	294
Vehicles Exiting, veh/h	99	202	432	638
Ped Vol Crossing Leg, #/h	15	2	0	5
Ped Cap Adj	0.998	1.000	1.000	0.999
Approach Delay, s/veh	4.9	12.5	6.1	5.9
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	64	616	444	247
Cap Entry Lane, veh/h	879	1000	1280	1022
Entry HV Adj Factor	0.979	0.980	0.979	0.981
Flow Entry, veh/h	63	604	435	242
Cap Entry, veh/h	859	980	1252	1002
V/C Ratio	0.073	0.616	0.347	0.242
Control Delay, s/veh	4.9	12.5	6.1	5.9
LOS	A	B	A	A
95th %tile Queue, veh	0	4	2	1

Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

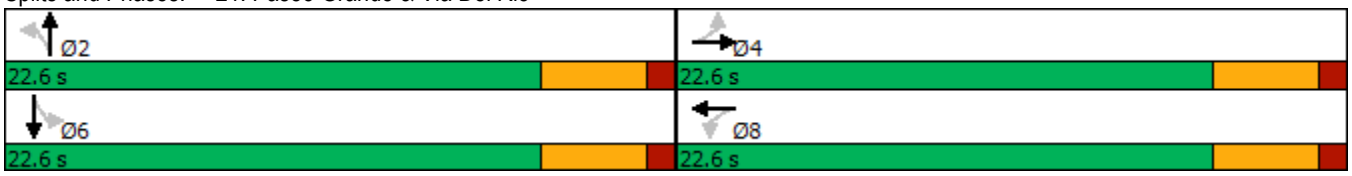
Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	512	517	444
Demand Flow Rate, veh/h	0	522	527	453
Vehicles Circulating, veh/h	625	381	257	172
Vehicles Exiting, veh/h	0	403	368	731
Ped Vol Crossing Leg, #/h	0	0	0	13
Ped Cap Adj	1.000	1.000	1.000	0.998
Approach Delay, s/veh	0.0	6.7	6.0	7.2
Approach LOS	-	A	A	A

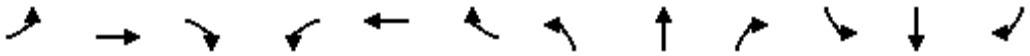
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.330	0.670	0.723	0.277	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	0	172	350	381	146	453
Cap Entry Lane, veh/h	729	1004	1004	1124	1124	1158
Entry HV Adj Factor	1.000	0.983	0.980	0.980	0.979	0.980
Flow Entry, veh/h	0	169	343	374	143	444
Cap Entry, veh/h	729	986	984	1102	1101	1133
V/C Ratio	0.000	0.171	0.349	0.339	0.130	0.392
Control Delay, s/veh	4.9	5.3	7.3	6.6	4.4	7.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	1	2	2	0	2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	29	41	21	2	71	318	89
Future Volume (vph)	3	29	41	21	2	71	318	89
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)	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		8.5		8.5		22.1		22.1
Actuated g/C Ratio		0.23		0.23		0.61		0.61
v/c Ratio		0.09		0.40		0.12		0.56
Control Delay		9.7		7.7		4.8		14.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		9.7		7.7		4.8		14.3
LOS		A		A		A		B
Approach Delay		9.7		7.7		4.8		14.3
Approach LOS		A		A		A		B

Intersection Summary	
Cycle Length: 45.2	
Actuated Cycle Length: 36.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 11.1	Intersection LOS: B
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	29	3	41	21	102	2	71	46	318	89	10
Future Volume (veh/h)	3	29	3	41	21	102	2	71	46	318	89	10
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	31	3	44	22	109	2	76	49	338	95	11
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	270	25	247	46	165	160	464	293	710	161	15
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	84	1586	147	318	267	966	7	1064	673	1007	370	35
Grp Volume(v), veh/h	37	0	0	175	0	0	127	0	0	444	0	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1552	0	0	1744	0	0	1412	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	2.4	0.0	0.0	1.0	0.0	0.0	5.8	0.0	0.0
Prop In Lane	0.08		0.08	0.25		0.62	0.02		0.39	0.76		0.02
Lane Grp Cap(c), veh/h	476	0	0	457	0	0	916	0	0	887	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.38	0.00	0.00	0.14	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	1539	0	0	1376	0	0	1498	0	0	1344	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	9.0	0.0	0.0	4.0	0.0	0.0	5.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.0	0.4	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	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.0	0.0	9.6	0.0	0.0	4.1	0.0	0.0	5.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		37			175			127			444	
Approach Delay, s/veh		8.3			9.6			4.1			5.7	
Approach LOS		A			A			A			A	

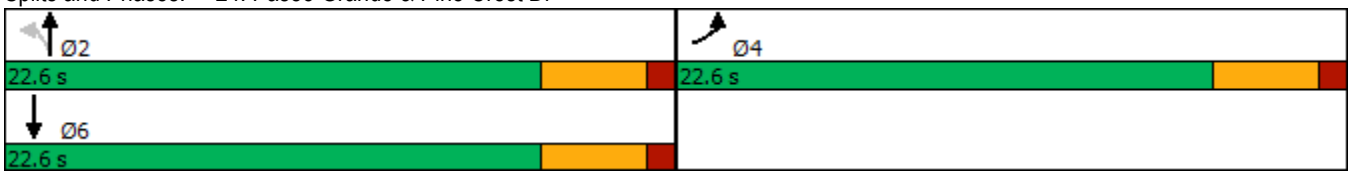
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.8		8.6		14.8		8.6				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.0		2.4		7.8		4.4				
Green Ext Time (p_c), s		0.5		0.1		2.2		0.8				

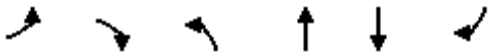
Intersection Summary												
HCM 6th Ctrl Delay			6.4									
HCM 6th LOS			A									

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	32	12	78	95
Future Volume (vph)	32	12	78	95
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	22.6	22.6	22.6
Total Split (s)	22.6	22.6	22.6	22.6
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	8.0		23.4	23.4
Actuated g/C Ratio	0.24		0.70	0.70
v/c Ratio	0.20		0.08	0.10
Control Delay	7.0		5.7	5.1
Queue Delay	0.0		0.0	0.0
Total Delay	7.0		5.7	5.1
LOS	A		A	A
Approach Delay	7.0		5.7	5.1
Approach LOS	A		A	A

Intersection Summary	
Cycle Length: 45.2	
Actuated Cycle Length: 33.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 23.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	47	12	78	95	20
Future Volume (veh/h)	32	47	12	78	95	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	53	14	89	108	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	69	101	298	533	471	100
Arrive On Green	0.10	0.10	0.32	0.32	0.32	0.32
Sat Flow, veh/h	664	978	128	1680	1487	317
Grp Volume(v), veh/h	90	0	103	0	0	131
Grp Sat Flow(s),veh/h/ln	1661	0	1808	0	0	1804
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	0.8	0.0	0.6	0.0	0.0	0.8
Prop In Lane	0.40	0.59	0.14			0.18
Lane Grp Cap(c), veh/h	171	0	831	0	0	572
V/C Ratio(X)	0.53	0.00	0.12	0.00	0.00	0.23
Avail Cap(c_a), veh/h	1884	0	2265	0	0	2047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	3.9	0.0	0.0	4.0
Incr Delay (d2), s/veh	2.5	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	0.0	4.0	0.0	0.0	4.2
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	90			103	131	
Approach Delay, s/veh	9.2			4.0	4.2	
Approach LOS	A			A	A	

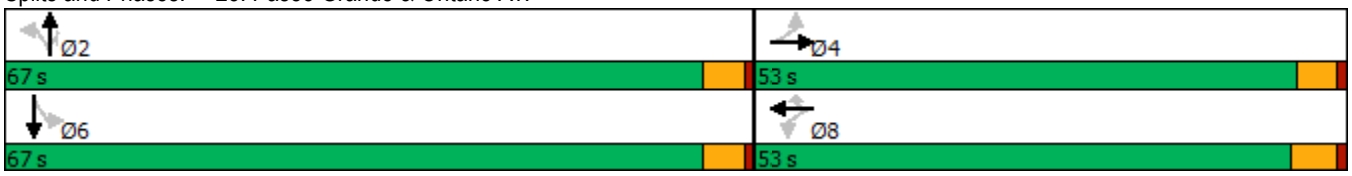
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		9.6		6.2		9.6
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.6		2.8		2.8
Green Ext Time (p_c), s		0.4		0.2		0.6

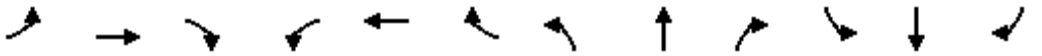
Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Lane Group	EBT	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	1	73	32	55	99	49	83
Future Volume (vph)	1	73	32	55	99	49	83
Turn Type	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	4			2			6
Permitted Phases		8	8		2	6	
Detector Phase	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
Minimum Split (s)	21.6	22.1	22.1	21.6	21.6	21.6	21.6
Total Split (s)	53.0	53.0	53.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
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
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6		4.6
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	11.9	11.5	11.5	19.6	19.6		19.6
Actuated g/C Ratio	0.33	0.32	0.32	0.54	0.54		0.54
v/c Ratio	0.00	0.19	0.03	0.06	0.13		0.17
Control Delay	7.0	10.1	0.1	7.5	2.8		8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	7.0	10.1	0.1	7.5	2.8		8.2
LOS	A	B	A	A	A		A
Approach Delay	7.0			4.5			8.2
Approach LOS	A			A			A

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 36.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.19			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 36.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	73	0	32	0	55	99	49	83	0
Future Volume (veh/h)	0	1	0	73	0	32	0	55	99	49	83	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	0	86	0	38	0	65	116	58	98	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	430	0	607	430	365	0	731	619	350	487	0
Arrive On Green	0.00	0.23	0.00	0.23	0.00	0.23	0.00	0.39	0.39	0.39	0.39	0.00
Sat Flow, veh/h	0	1870	0	1416	1870	1585	0	1870	1585	401	1247	0
Grp Volume(v), veh/h	0	1	0	86	0	38	0	65	116	156	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1416	1870	1585	0	1870	1585	1648	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.5	0.0	0.6	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.0	0.5	0.0	0.6	1.2	1.4	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.37		0.00
Lane Grp Cap(c), veh/h	0	430	0	607	430	365	0	731	619	837	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.14	0.00	0.10	0.00	0.09	0.19	0.19	0.00	0.00
Avail Cap(c_a), veh/h	0	3538	0	2932	3501	2967	0	4561	3866	4013	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)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.6	0.0	8.1	0.0	7.8	0.0	4.9	5.1	5.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	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	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.1	0.2	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.6	0.0	8.2	0.0	7.9	0.0	5.0	5.3	5.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		1			124			181			156	
Approach Delay, s/veh		7.6			8.1			5.2			5.3	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.6		11.0		14.6		11.0				
Change Period (Y+Rc), s		4.6		* 5.1		4.6		5.1				
Max Green Setting (Gmax), s		62.4		* 48		62.4		47.9				
Max Q Clear Time (g_c+I1), s		3.2		2.0		3.4		3.3				
Green Ext Time (p_c), s		0.8		0.0		1.1		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	5.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	37	175	127	444
Demand Flow Rate, veh/h	38	178	130	453
Vehicles Circulating, veh/h	487	83	380	69
Vehicles Exiting, veh/h	35	427	145	192
Ped Vol Crossing Leg, #/h	2	2	0	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	4.1	5.2	6.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	38	178	130	453
Cap Entry Lane, veh/h	840	1268	937	1286
Entry HV Adj Factor	0.983	0.981	0.981	0.980
Flow Entry, veh/h	37	175	127	444
Cap Entry, veh/h	826	1243	918	1261
V/C Ratio	0.045	0.140	0.139	0.352
Control Delay, s/veh	4.8	4.1	5.2	6.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	2

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1	124	181	156
Demand Flow Rate, veh/h	1	127	184	159
Vehicles Circulating, veh/h	247	66	60	88
Vehicles Exiting, veh/h	0	178	188	105
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.2	3.3	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.693	0.307	0.359	0.641	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	1	88	39	66	118	159
Cap Entry Lane, veh/h	1073	1337	1337	1345	1345	1261
Entry HV Adj Factor	0.980	0.977	0.974	0.980	0.983	0.981
Flow Entry, veh/h	1	86	38	65	116	156
Cap Entry, veh/h	1052	1307	1303	1318	1322	1238
V/C Ratio	0.001	0.066	0.029	0.049	0.088	0.126
Control Delay, s/veh	3.4	3.3	3.0	3.1	3.4	4.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	0

APPENDIX 4.1: POST PROCESSING WORKSHEETS

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Green River Rd. & SR-91 WB Ramps
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1,521	1,774	253	17%	299	494	195	65%
	Through	183	129	-54	-30%	239	195	-44	-18%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	1,704	1,903	199	12%	538	689	151	28%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	222	203	-19	-9%	259	225	-34	-13%
	Right	256	171	-85	-33%	126	95	-31	-25%
	SB Total	478	374	-104	-22%	385	320	-65	-17%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	19	37	18	95%	230	403	173	75%
	Through	3	4	1	33%	19	29	10	53%
	Right	107	91	-16	-15%	184	139	-45	-24%
	WB Total	129	132	3	2%	433	571	138	32%
TOTAL ENTERING VOLUME		2,311	2,409	98	4%	1,356	1,580	224	17%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	374	320			
North Leg	Outbound	220	334			
North Leg	**TOTAL**	**594**	**654**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	1,903	689			
South Leg	Outbound	240	628			
South Leg	**TOTAL**	**2,143**	**1,317**	**9%**	**6%**	**23,393**
East Leg	Inbound	132	571			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**132**	**571**	**2%**	**8%**	**7,255**
West Leg	Inbound	0	0			
West Leg	Outbound	1,949	618			
West Leg	**TOTAL**	**1,949**	**618**	**12%**	**4%**	**16,319**
OVERALL TOTAL		***4,818***	***3,160***	**10%**	***7%***	***46,967***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Green River Rd. & SR-91 EB Ramps
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,625	1,709	84	5%	376	471	95	25%
	Right	100	151	51	51%	54	99	45	83%
	NB Total	1,725	1,860	135	8%	430	570	140	33%
SOUTH BOUND	Left	176	198	22	13%	157	236	79	50%
	Through	65	42	-23	-35%	332	344	12	4%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	241	240	-1	0%	489	580	91	19%
EAST BOUND	Left	79	109	30	38%	162	159	-3	-2%
	Through	1	2	1	100%	3	4	1	33%
	Right	178	199	21	12%	1,407	1,396	-11	-1%
	EB Total	258	310	52	20%	1,572	1,559	-13	-1%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		2,224	2,410	186	8%	2,491	2,709	218	9%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	240	580			
North Leg	Outbound	1,818	630			
North Leg	**TOTAL**	**2,058**	**1,210**	**9%**	**5%**	**23,393**
South Leg	Inbound	1,860	570			
South Leg	Outbound	241	1,740			
South Leg	**TOTAL**	**2,101**	**2,310**	**8%**	**9%**	**26,158**
East Leg	Inbound	0	0			
East Leg	Outbound	351	339			
East Leg	**TOTAL**	**351**	**339**	**2%**	**2%**	**17,074**
West Leg	Inbound	310	1,559			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**310**	**1,559**	**2%**	**10%**	**15,304**
OVERALL TOTAL		***4,820***	***5,418***	**6%**	***7%***	***81,929***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Palisades Dr. & Green River Rd.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,406	1,647	241	17%	401	558	157	39%
	Right	32	23	-9	-28%	17	13	-4	-24%
	NB Total	1,438	1,670	232	16%	418	571	153	37%
SOUTH BOUND	Left	77	69	-8	-10%	148	67	-81	-55%
	Through	198	180	-18	-9%	1,529	1,552	23	2%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	275	249	-26	-9%	1,677	1,619	-58	-3%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	5	2	-3	-60%	14	15	1	7%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	266	199	-67	-25%	63	54	-9	-14%
	WB Total	271	201	-70	-26%	77	69	-8	-10%
TOTAL ENTERING VOLUME		1,984	2,120	136	7%	2,172	2,259	87	4%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	249	1,619			
North Leg	Outbound	1,846	612			
North Leg	**TOTAL**	**2,095**	**2,231**	**9%**	**10%**	**23,372**
South Leg	Inbound	1,670	571			
South Leg	Outbound	182	1,567			
South Leg	**TOTAL**	**1,852**	**2,138**	**8%**	**9%**	**22,874**
East Leg	Inbound	201	69			
East Leg	Outbound	92	80			
East Leg	**TOTAL**	**293**	**149**	**59%**	**30%**	**499**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***4,240***	***4,518***	**9%**	***10%***	***46,745***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Auto Center Drive & Wardlow
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	38	77	39	103%	103	126	23	22%
	Through	322	363	41	13%	376	377	1	0%
	Right	57	61	4	7%	34	33	-1	-3%
	NB Total	417	501	84	20%	513	536	23	4%
SOUTH BOUND	Left	10	8	-2	-20%	9	8	-1	-11%
	Through	558	561	3	1%	576	610	34	6%
	Right	20	30	10	50%	28	32	4	14%
	SB Total	588	599	11	2%	613	650	37	6%
EAST BOUND	Left	4	6	2	50%	20	23	3	15%
	Through	1	1	0	0%	8	9	1	13%
	Right	7	13	6	86%	94	121	27	29%
	EB Total	12	20	8	67%	122	153	31	25%
WEST BOUND	Left	60	56	-4	-7%	92	99	7	8%
	Through	10	14	4	40%	2	2	0	0%
	Right	1	1	0	0%	11	10	-1	-9%
	WB Total	71	71	0	0%	105	111	6	6%
TOTAL ENTERING VOLUME		1,088	1,191	103	9%	1,353	1,450	97	7%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	599	650			
North Leg	Outbound	370	410			
North Leg	**TOTAL**	**969**	**1,060**	**4%**	**5%**	**21,536**
South Leg	Inbound	501	536			
South Leg	Outbound	630	830			
South Leg	**TOTAL**	**1,131**	**1,366**	**5%**	**6%**	**23,562**
East Leg	Inbound	71	111			
East Leg	Outbound	70	50			
East Leg	**TOTAL**	**141**	**161**	**#DIV/0!**	**#DIV/0!**	**-**
West Leg	Inbound	20	153			
West Leg	Outbound	121	160			
West Leg	**TOTAL**	**141**	**313**	**7%**	**15%**	**2,026**
OVERALL TOTAL		***2,382***	***2,900***	**5%**	***6%***	***47,124***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Auto Center Drive & SR-91 Westbound Ramps
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	488	505	17	3%	130	119	-11	-8%
	Through	383	462	79	21%	449	462	13	3%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	871	967	96	11%	579	581	2	0%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	181	214	33	18%	396	419	23	6%
	Right	444	434	-10	-2%	366	410	44	12%
	SB Total	625	648	23	4%	762	829	67	9%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	57	66	9	16%	267	272	5	2%
	Through	53	51	-2	-4%	0	0	0	#DIV/0!
	Right	34	38	4	12%	64	77	13	20%
	WB Total	144	155	11	8%	331	349	18	5%
TOTAL ENTERING VOLUME		1,640	1,770	130	8%	1,672	1,759	87	5%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	648	829			
North Leg	Outbound	500	539			
North Leg	**TOTAL**	**1,148**	**1,368**	**5%**	**6%**	**23,562**
South Leg	Inbound	967	581			
South Leg	Outbound	280	691			
South Leg	**TOTAL**	**1,247**	**1,272**	**6%**	**6%**	**21,941**
East Leg	Inbound	155	349			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**155**	**349**	**5%**	**11%**	**3,047**
West Leg	Inbound	0	0			
West Leg	Outbound	990	529			
West Leg	**TOTAL**	**990**	**529**	**7%**	**4%**	**14,135**
OVERALL TOTAL		***3,540***	***3,518***	**6%**	***6%***	***62,684***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Auto Center Drive & SR-91 Eastbound Ramps
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	626	549	-77	-12%	279	144	-135	-48%
	Right	430	678	248	58%	240	460	220	92%
	NB Total	1,056	1,227	171	16%	519	604	85	16%
SOUTH BOUND	Left	33	39	6	18%	152	335	183	120%
	Through	205	287	82	40%	511	455	-56	-11%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	238	326	88	37%	663	790	127	19%
EAST BOUND	Left	245	391	146	60%	300	436	136	45%
	Through	1	3	2	200%	12	65	53	442%
	Right	130	443	313	241%	423	925	502	119%
	EB Total	376	837	461	123%	735	1,426	691	94%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,670	2,390	720	43%	1,917	2,820	903	47%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	326	790			
North Leg	Outbound	940	580			
North Leg	**TOTAL**	**1,266**	**1,370**	**6%**	**6%**	**21,941**
South Leg	Inbound	1,227	604			
South Leg	Outbound	730	1,380			
South Leg	**TOTAL**	**1,957**	**1,984**	**7%**	**7%**	**28,853**
East Leg	Inbound	0	0			
East Leg	Outbound	720	860			
East Leg	**TOTAL**	**720**	**860**	**4%**	**5%**	**16,637**
West Leg	Inbound	837	1,426			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**837**	**1,426**	**2%**	**3%**	**42,304**
OVERALL TOTAL		***4,780***	***5,640***	**4%**	***5%***	***109,735***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Serfas Club Drive & Pine Crest Drive
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	671	706	35	5%	433	439	6	1%
	Right	46	33	-13	-28%	23	19	-4	-17%
	NB Total	717	739	22	3%	456	458	2	0%
SOUTH BOUND	Left	35	188	153	437%	58	83	25	43%
	Through	455	714	259	57%	809	1,189	380	47%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	490	902	412	84%	867	1,272	405	47%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	117	40	-77	-66%	14	11	-3	-21%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	122	210	88	72%	19	19	0	0%
	WB Total	239	250	11	5%	33	30	-3	-9%
TOTAL ENTERING VOLUME		1,446	1,891	445	31%	1,356	1,760	404	30%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	902	1,272			
North Leg	Outbound	916	458			
North Leg	**TOTAL**	**1,818**	**1,730**	**6%**	**6%**	**28,853**
South Leg	Inbound	739	458			
South Leg	Outbound	754	1,200			
South Leg	**TOTAL**	**1,493**	**1,658**	**9%**	**10%**	**16,171**
East Leg	Inbound	250	30			
East Leg	Outbound	221	102			
East Leg	**TOTAL**	**471**	**132**	**3%**	**1%**	**18,368**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***3,782***	***3,520***	**6%**	***6%***	***63,392***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Serfas Club Drive & Palisades Drive
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	26	26	0	0%	6	7	1	17%
	Through	549	569	20	4%	275	319	44	16%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	575	595	20	3%	281	326	45	16%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	185	368	183	99%	682	1,063	381	56%
	Right	375	314	-61	-16%	62	63	1	2%
	SB Total	560	682	122	22%	744	1,126	382	51%
EAST BOUND	Left	117	101	-16	-14%	199	151	-48	-24%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	6	12	6	100%	33	37	4	12%
	EB Total	123	113	-10	-8%	232	188	-44	-19%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,258	1,390	132	10%	1,257	1,640	383	30%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	682	1,126			
North Leg	Outbound	670	470			
North Leg	**TOTAL**	**1,352**	**1,596**	**8%**	**10%**	**16,171**
South Leg	Inbound	595	326			
South Leg	Outbound	380	1,100			
South Leg	**TOTAL**	**975**	**1,426**	**7%**	**10%**	**14,272**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
West Leg	Inbound	113	188			
West Leg	Outbound	340	70			
West Leg	**TOTAL**	**453**	**258**	**16%**	**9%**	**2,858**
OVERALL TOTAL		***2,780***	***3,280***	***8%***	***10%***	***33,301***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Maple Street & SR-91 Westbound Off-Ramp
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	5	4	-1	-20%	10	9	-1	-10%
	Through	40	35	-5	-13%	15	15	0	0%
	Right	22	31	9	41%	10	15	5	50%
	NB Total	67	70	3	4%	35	39	4	11%
SOUTH BOUND	Left	45	131	86	191%	371	720	349	94%
	Through	14	18	4	29%	38	35	-3	-8%
	Right	141	251	110	78%	220	256	36	16%
	SB Total	200	400	200	100%	629	1,011	382	61%
EAST BOUND	Left	254	185	-69	-27%	177	132	-45	-25%
	Through	384	456	72	19%	1,191	1,347	156	13%
	Right	3	2	-1	-33%	11	6	-5	-45%
	EB Total	641	643	2	0%	1,379	1,485	106	8%
WEST BOUND	Left	11	11	0	0%	15	21	6	40%
	Through	1,167	1,538	371	32%	440	781	341	78%
	Right	249	328	79	32%	109	212	103	94%
	WB Total	1,427	1,877	450	32%	564	1,014	450	80%
TOTAL ENTERING VOLUME		2,335	2,990	655	28%	2,607	3,549	942	36%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	400	1,011			
North Leg	Outbound	548	359			
North Leg	**TOTAL**	**948**	**1,370**	**7%**	**10%**	**14,272**
South Leg	Inbound	70	39			
South Leg	Outbound	31	62			
South Leg	**TOTAL**	**101**	**101**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	1,877	1,014			
East Leg	Outbound	618	2,082			
East Leg	**TOTAL**	**2,495**	**3,096**	**9%**	**11%**	**28,889**
West Leg	Inbound	643	1,485			
West Leg	Outbound	1,793	1,046			
West Leg	**TOTAL**	**2,436**	**2,531**	**8%**	**9%**	**29,604**
OVERALL TOTAL		***5,980***	***7,098***	***8%***	***10%***	***72,765***

Z:\Shared\UcJobs_15100-15500_15400\15458\02_LOS\Post Processing\w Factor\[13 Serfas Club_Green River.xls]Output (3)

Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Maple Street & SR-91 Westbound Off-Ramp
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	6	7	1	17%	0	0	0	#DIV/0!
	Through	253	256	3	1%	222	229	7	3%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	259	263	4	2%	222	229	7	3%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	263	269	6	2%	498	489	-9	-2%
	Right	5	8	3	60%	0	0	0	#DIV/0!
	SB Total	268	277	9	3%	498	489	-9	-2%
EAST BOUND	Left	2	0	-2	-100%	1	2	1	100%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	2	0	-2	-100%	5	9	4	80%
	EB Total	4	0	-4	-100%	6	11	5	83%
WEST BOUND	Left	38	40	2	5%	193	202	9	5%
	Through	4	6	2	50%	0	0	0	#DIV/0!
	Right	57	84	27	47%	87	89	2	2%
	WB Total	99	130	31	31%	280	291	11	4%
TOTAL ENTERING VOLUME		630	670	40	6%	1,006	1,020	14	1%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	277	489			
North Leg	Outbound	340	320			
North Leg	**TOTAL**	**617**	**809**	**11%**	**14%**	**5,602**
South Leg	Inbound	263	229			
South Leg	Outbound	309	700			
South Leg	**TOTAL**	**572**	**929**	**3%**	**5%**	**18,481**
East Leg	Inbound	130	291			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**130**	**291**	**1%**	**2%**	**17,390**
West Leg	Inbound	0	11			
West Leg	Outbound	21	0			
West Leg	**TOTAL**	**21**	**11**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***1,340***	***2,040***	**3%**	***5%***	***41,473***

Z:\Shared\UcJobs_15100-15500_15400\15458\02_LOS\Post Processing\w Factor\[16 Maple & SR-91 WB Off-Ramp.xls]Output (3)

Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Maple Street & SR-91 Westbound On-Ramp/Eastbound Off-Ramp
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	132	184	52	39%	471	581	110	23%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	171	136	-35	-20%	225	195	-30	-13%
	SB Total	303	320	17	6%	696	776	80	11%
EAST BOUND	Left	150	124	-26	-17%	161	139	-22	-14%
	Through	286	346	60	21%	1,154	1,159	5	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	436	470	34	8%	1,315	1,298	-17	-1%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	900	934	34	4%	375	405	30	8%
	Right	109	136	27	25%	61	81	20	33%
	WB Total	1,009	1,070	61	6%	436	486	50	11%
TOTAL ENTERING VOLUME		1,748	1,860	112	6%	2,447	2,560	113	5%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	320	776			
North Leg	Outbound	260	220			
North Leg	**TOTAL**	**580**	**996**	**3%**	**5%**	**18,481**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	**34,808**
East Leg	Inbound	1,070	486			
East Leg	Outbound	530	1,740			
East Leg	**TOTAL**	**1,600**	**2,226**	**54%**	**75%**	**2,970**
West Leg	Inbound	470	1,298			
West Leg	Outbound	1,070	600			
West Leg	**TOTAL**	**1,540**	**1,898**	**11%**	**13%**	**14,492**
OVERALL TOTAL		***3,720***	***5,120***	**5%**	***7%***	***70,751***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Paseo Grande/SR-91 EB On-Ramp & 6th Street
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	257	335	78	30%	112	201	89	79%
	Through	250	297	47	19%	87	171	84	97%
	Right	198	318	120	61%	168	498	330	196%
	NB Total	705	950	245	35%	367	870	503	137%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	85	56	-29	-34%	167	109	-58	-35%
	Through	226	202	-24	-11%	1,037	1,021	-16	-2%
	Right	107	162	55	51%	421	500	79	19%
	EB Total	418	420	2	0%	1,625	1,630	5	0%
WEST BOUND	Left	220	408	188	85%	141	248	107	76%
	Through	716	635	-81	-11%	292	258	-34	-12%
	Right	108	87	-21	-19%	86	83	-3	-3%
	WB Total	1,044	1,130	86	8%	519	589	70	13%
TOTAL ENTERING VOLUME		2,167	2,500	333	15%	2,511	3,089	578	23%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	440	363			
North Leg	**TOTAL**	**440**	**363**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	950	870			
South Leg	Outbound	570	748			
South Leg	**TOTAL**	**1,520**	**1,618**	**10%**	**10%**	**15,481**
East Leg	Inbound	1,130	589			
East Leg	Outbound	520	1,519			
East Leg	**TOTAL**	**1,650**	**2,108**	**4%**	**5%**	**44,689**
West Leg	Inbound	420	1,630			
West Leg	Outbound	970	459			
West Leg	**TOTAL**	**1,390**	**2,089**	**4%**	**6%**	**34,808**
OVERALL TOTAL		***5,000***	***6,178***	**5%**	***7%***	***94,978***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Paseo Grande & Pine Crest Drive
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	163	218	55	34%	12	30	18	150%
	Through	321	487	166	52%	78	110	32	41%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	484	705	221	46%	90	140	50	56%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	273	339	66	24%	95	221	126	133%
	Right	72	26	-46	-64%	20	0	-20	-100%
	SB Total	345	365	20	6%	115	221	106	92%
EAST BOUND	Left	21	20	-1	-5%	32	0	-32	-100%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	74	219	145	196%	47	169	122	260%
	EB Total	95	239	144	152%	79	169	90	114%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		924	1,309	385	42%	284	530	246	87%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	365	221			
North Leg	Outbound	507	110			
North Leg	**TOTAL**	**872**	**331**	**8%**	**3%**	**11,600**
South Leg	Inbound	705	140			
South Leg	Outbound	558	390			
South Leg	**TOTAL**	**1,263**	**530**	**10%**	**4%**	**12,264**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
West Leg	Inbound	239	169			
West Leg	Outbound	244	30			
West Leg	**TOTAL**	**483**	**199**	**3%**	**1%**	**18,368**
OVERALL TOTAL		***2,618***	***1,060***	**6%**	***3%***	***42,232***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Paseo Grande & Ontario Av.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	243	368	125	51%	55	122	67	122%
	Right	93	19	-74	-80%	99	31	-68	-69%
	NB Total	336	387	51	15%	154	153	-1	-1%
SOUTH BOUND	Left	164	281	117	71%	49	171	122	249%
	Through	125	216	91	73%	83	183	100	120%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	289	497	208	72%	132	354	222	168%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	1	0	-1	-100%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	1	0	-1	-100%
WEST BOUND	Left	110	24	-86	-78%	73	19	-54	-74%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	223	352	129	58%	32	93	61	191%
	WB Total	333	376	43	13%	105	112	7	7%
TOTAL ENTERING VOLUME		958	1,260	302	32%	392	619	227	58%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	497	354			
North Leg	Outbound	720	215			
North Leg	**TOTAL**	**1,217**	**569**	**10%**	**5%**	**12,264**
South Leg	Inbound	387	153			
South Leg	Outbound	240	202			
South Leg	**TOTAL**	**627**	**355**	**8%**	**5%**	**7,832**
East Leg	Inbound	376	112			
East Leg	Outbound	300	202			
East Leg	**TOTAL**	**676**	**314**	**4%**	**2%**	**15,980**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***2,520***	***1,238***	***7%***	***3%***	***36,076***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	CS
		Date:	6/20/23

LOCATION: Paseo Grande & Green River Rd./Foothill Pkwy.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	1	38	37	3700%	1	78	77	7700%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	234	233	23300%	1	317	316	31600%
	SB Total	2	272	270	13500%	2	395	393	19650%
EAST BOUND	Left	1	142	141	14100%	1	255	254	25400%
	Through	2	362	360	18000%	2	1,192	1,190	59500%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	3	504	501	16700%	3	1,447	1,444	48133%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	1,216	1,214	60700%	2	853	851	42550%
	Right	1	78	77	7700%	1	45	44	4400%
	WB Total	3	1,294	1,291	43033%	3	898	895	29833%
TOTAL ENTERING VOLUME		8	2,070	2062	25775%	8	2,740	2732	34150%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	272	395			
North Leg	Outbound	220	300			
North Leg	**TOTAL**	**492**	**695**	**6%**	**9%**	**7,833**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	1,294	898			
East Leg	Outbound	400	1,270			
East Leg	**TOTAL**	**1,694**	**2,168**	**8%**	**10%**	**20,773**
West Leg	Inbound	504	1,447			
West Leg	Outbound	1,450	1,170			
West Leg	**TOTAL**	**1,954**	**2,617**	**7%**	**10%**	**26,916**
OVERALL TOTAL		***4,140***	***5,480***	***7%***	***10%***	***55,522***

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Project: Trails at Corona
Scenario: Horizon Year (2045) Without Project

Job #: 15458
Analyst: JB
Date: 6/20/23

LOCATION: Via Bernardo & 6th Street
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	47	185	138	294%	35	105	70	200%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	35	104	69	197%	38	108	70	184%
	NB Total	82	289	207	252%	73	213	140	192%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	2	0	-2	-100%	2	0	-2	-100%
	Through	348	381	33	9%	1,262	1,252	-10	-1%
	Right	24	76	52	217%	46	252	206	448%
	EB Total	374	457	83	22%	1,310	1,504	194	15%
WEST BOUND	Left	35	75	40	114%	26	138	112	431%
	Through	1,092	1,068	-24	-2%	520	525	5	1%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	1,127	1,143	16	1%	546	663	117	21%
TOTAL ENTERING VOLUME		1,583	1,889	306	19%	1,929	2,380	451	23%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	**4,311**
South Leg	Inbound	289	213			
South Leg	Outbound	151	390			
South Leg	**TOTAL**	**440**	**603**	**5%**	**7%**	**8,687**
East Leg	Inbound	1,143	663			
East Leg	Outbound	485	1,360			
East Leg	**TOTAL**	**1,628**	**2,023**	**3%**	**4%**	**47,642**
West Leg	Inbound	457	1,504			
West Leg	Outbound	1,253	630			
West Leg	**TOTAL**	**1,710**	**2,134**	**4%**	**5%**	**44,689**
OVERALL TOTAL		***3,778***	***4,760***	**4%**	***5%***	***105,328***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Via Bernardo & Via Santiago
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	21	39	18	86%	5	3	-2	-40%
	Through	27	162	135	500%	14	49	35	250%
	Right	64	119	55	86%	6	8	2	33%
	NB Total	112	320	208	186%	25	60	35	140%
SOUTH BOUND	Left	8	16	8	100%	32	191	159	497%
	Through	11	53	42	382%	36	234	198	550%
	Right	20	41	21	105%	17	45	28	165%
	SB Total	39	110	71	182%	85	470	385	453%
EAST BOUND	Left	9	21	12	133%	7	17	10	143%
	Through	51	37	-14	-27%	104	99	-5	-5%
	Right	1	2	1	100%	4	4	0	0%
	EB Total	61	60	-1	-2%	115	120	5	4%
WEST BOUND	Left	9	24	15	167%	4	10	6	150%
	Through	150	171	21	14%	84	88	4	5%
	Right	15	55	40	267%	12	71	59	492%
	WB Total	174	250	76	44%	100	169	69	69%
TOTAL ENTERING VOLUME		386	740	354	92%	325	819	494	152%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	110	470			
North Leg	Outbound	238	137			
North Leg	**TOTAL**	**348**	**607**	**4%**	**7%**	**8,687**
South Leg	Inbound	320	60			
South Leg	Outbound	79	248			
South Leg	**TOTAL**	**399**	**308**	**6%**	**4%**	**7,161**
East Leg	Inbound	250	169			
East Leg	Outbound	172	298			
East Leg	**TOTAL**	**422**	**467**	**27%**	**30%**	**1,581**
West Leg	Inbound	60	120			
West Leg	Outbound	251	136			
West Leg	**TOTAL**	**311**	**256**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***1,480***	***1,638***	***8%***	***9%***	***17,428***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Kirkwood & Via Del Rio
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	34	56	22	65%	16	33	17	106%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	58	83	25	43%	20	37	17	85%
	NB Total	92	139	47	51%	36	70	34	94%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	240	197	-43	-18%	389	333	-56	-14%
	Right	20	43	23	115%	37	66	29	78%
	EB Total	260	240	-20	-8%	426	399	-27	-6%
WEST BOUND	Left	24	47	23	96%	29	44	15	52%
	Through	445	384	-61	-14%	143	117	-26	-18%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	469	431	-38	-8%	172	161	-11	-6%
TOTAL ENTERING VOLUME		821	810	-11	-1%	634	630	-4	-1%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	139	70			
South Leg	Outbound	90	110			
South Leg	**TOTAL**	**229**	**180**	**3%**	**2%**	**8,192**
East Leg	Inbound	431	161			
East Leg	Outbound	280	370			
East Leg	**TOTAL**	**711**	**531**	**11%**	**8%**	**6,577**
West Leg	Inbound	240	399			
West Leg	Outbound	440	150			
West Leg	**TOTAL**	**680**	**549**	**9%**	**8%**	**7,161**
OVERALL TOTAL		***1,620***	***1,260***	***7%***	***6%***	***21,930***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Avenida Del Vista & 6th St.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	143	150	7	5%	107	122	15	14%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	151	139	-12	-8%	119	123	4	3%
	NB Total	294	289	-5	-2%	226	245	19	8%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	412	491	79	19%	1,136	1,217	81	7%
	Right	31	57	26	84%	166	165	-1	-1%
	EB Total	443	548	105	24%	1,302	1,382	80	6%
WEST BOUND	Left	112	153	41	37%	145	145	0	0%
	Through	969	970	1	0%	467	558	91	19%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	1,081	1,123	42	4%	612	703	91	15%
TOTAL ENTERING VOLUME		1,818	1,960	142	8%	2,140	2,330	190	9%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	289	245			
South Leg	Outbound	210	310			
South Leg	**TOTAL**	**499**	**555**	**6%**	**7%**	**7,800**
East Leg	Inbound	1,123	703			
East Leg	Outbound	630	1,340			
East Leg	**TOTAL**	**1,753**	**2,043**	**3%**	**4%**	**52,757**
West Leg	Inbound	548	1,382			
West Leg	Outbound	1,120	680			
West Leg	**TOTAL**	**1,668**	**2,062**	**4%**	**4%**	**47,642**
OVERALL TOTAL		***3,920***	***4,660***	**4%**	***4%***	***108,198***

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Project: Trails at Corona
Scenario: Horizon Year (2045) Without Project

Job #: 15458
Analyst: JB
Date: 6/20/23

LOCATION: Avenida Del Vista & Via Santiago
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	12	10	-2	-17%	10	11	1	10%
	Through	124	93	-31	-25%	116	93	-23	-20%
	Right	22	22	0	0%	6	6	0	0%
	NB Total	158	125	-33	-21%	132	110	-22	-17%
SOUTH BOUND	Left	47	98	51	109%	146	194	48	33%
	Through	111	118	7	6%	152	84	-68	-45%
	Right	30	55	25	83%	41	62	21	51%
	SB Total	188	271	83	44%	339	340	1	0%
EAST BOUND	Left	57	56	-1	-2%	27	39	12	44%
	Through	84	110	26	31%	116	205	89	77%
	Right	32	21	-11	-34%	21	15	-6	-29%
	EB Total	173	187	14	8%	164	259	95	58%
WEST BOUND	Left	48	41	-7	-15%	10	8	-2	-20%
	Through	133	195	62	47%	58	119	61	105%
	Right	120	151	31	26%	82	123	41	50%
	WB Total	301	387	86	29%	150	250	100	67%
TOTAL ENTERING VOLUME		820	970	150	18%	785	959	174	22%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	271	340			
North Leg	Outbound	300	255			
North Leg	**TOTAL**	**571**	**595**	**7%**	**8%**	**7,800**
South Leg	Inbound	125	110			
South Leg	Outbound	180	107			
South Leg	**TOTAL**	**305**	**217**	**171%**	**122%**	**179**
East Leg	Inbound	387	250			
East Leg	Outbound	230	405			
East Leg	**TOTAL**	**617**	**655**	**7%**	**7%**	**9,143**
West Leg	Inbound	187	259			
West Leg	Outbound	260	192			
West Leg	**TOTAL**	**447**	**451**	**28%**	**29%**	**1,581**
OVERALL TOTAL		***1,940***	***1,918***	**10%**	***10%***	***18,702***

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Project:	Trails at Corona	Job #:	15458
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	6/20/23

LOCATION: Avenida Del Vista & Via Del Rio
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	85	101	16	19%	35	55	20	59%
	Through	118	122	4	3%	79	87	8	11%
	Right	41	57	16	40%	22	54	32	141%
	NB Total	244	280	36	15%	136	196	60	44%
SOUTH BOUND	Left	16	16	0	-2%	40	19	-21	-52%
	Through	34	47	13	40%	110	73	-37	-34%
	Right	161	137	-24	-15%	35	11	-24	-68%
	SB Total	211	200	-11	-5%	185	103	-82	-44%
EAST BOUND	Left	100	73	-27	-27%	32	14	-18	-56%
	Through	194	189	-5	-2%	265	257	-8	-3%
	Right	20	28	8	37%	70	93	23	32%
	EB Total	314	290	-24	-8%	367	364	-3	-1%
WEST BOUND	Left	33	51	18	56%	23	44	21	88%
	Through	447	433	-14	-3%	122	113	-9	-8%
	Right	43	36	-7	-16%	29	18	-11	-37%
	WB Total	522	520	-2	0%	174	175	1	0%
TOTAL ENTERING VOLUME		1,291	1,290	-1.32	0%	862	838	-24	-3%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	200	103			
North Leg	Outbound	231	119			
North Leg	**TOTAL**	**431**	**222**	**241%**	**124%**	**179**
South Leg	Inbound	280	196			
South Leg	Outbound	126	210			
South Leg	**TOTAL**	**406**	**406**	**9%**	**9%**	**4,589**
East Leg	Inbound	520	175			
East Leg	Outbound	262	330			
East Leg	**TOTAL**	**782**	**505**	**10%**	**6%**	**8,186**
West Leg	Inbound	290	364			
West Leg	Outbound	671	179			
West Leg	**TOTAL**	**961**	**543**	**15%**	**8%**	**6,577**
OVERALL TOTAL		***2,580***	***1,676***	**13%**	***9%***	***19,530***

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APPENDIX 5.1: EAP (2027) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 5.1 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Green River Rd. & SR-91 WB Ramps	TS	Delay:	24.1	25.0	--	**63.9**	27.0	0.1	0.0	0.0	24.9	25.2	--	--	--	**56.2**	0.0	**68.4**
			LOS:	C	C		**E**	C	A	A	A	C	C				**E**	A	**E**
2	Green River Rd. & SR-91 EB Ramps	TS	Delay:	13.9	**58.0**	**57.1**	--	0.0	13.5	14.7	**78.6**	2.0	0.0	**56.7**	0.0	**57.4**	--	--	--
			LOS:	B	**E**	**E**		A	B	B	**E**	A	A	**E**	A	**E**			
3	Green River Rd. & Palisades Dr.	TS	Delay:	10.6	11.3	--	25.0	--	10.4	10.7	31.6	3.6	--	--	--	--	22.4	--	25.1
			LOS:	C	B		B		B	B	C	A					C		C
4	Driveway 1 & Frontage Rd.	CSS	Delay:	9.0	--	0.0	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A															
5	Auto Center Dr. & Wardlow Rd.	TS	Delay:	11.1	12.8	21.5	19.0	20.4	10.2	10.2	23.8	12.7	12.6	30.0	16.5	16.6	19.8	0.0	14.5
			LOS:	B	B	C	B	C	B	B	C	B	B	C	B	B	B	A	B
6	Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	18.9	27.1	--	44.2	33.6	0.1	0.0	0.0	17.9	31.3	--	--	--	45.9	44.4	35.8
			LOS:	B	B		C	C	A	A	A	B	C				D	D	D
7	Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	6.0	5.8	35.2	--	0.0	5.8	6.5	42.9	0.0	0.0	35.5	0.0	33.8	--	--	--
			LOS:	A	A	D		A	A	A	D	A	A	D	A	C			
8	Serfas Club Dr. & Frontage Rd.	TS	Delay:	12.9	11.1	15.7	16.9	23.6	12.3	12.3	21.9	9.7	9.7	16.5	0.0	1.9	17.8	0.0	14.4
			LOS:	B	B	B	B	C	B	B	C	A	A	B	A	B	B	A	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	8.0	4.6	--	16.4	--	8.1	6.1	18.9	3.4	--	--	--	--	16.7	--	15.9
			LOS:	A	A		B		A	A	B	A					B		B
10	Driveway 2 & Pine Crest Dr.	CSS	Delay:	10.7	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	8.0	10.5	15.7	15.1	31.2	7.9	7.9	24.3	0.0	10.2	15.7	0.0	0.0	15.1	0.0	0.0
			LOS:	A	A	B	B	C	A	A	C	A	B	B	A	A	B	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	Delay:	6.0	10.6	--	0.0	18.7	5.4	0.0	0.0	9.0	11.6	11.6	--	--	0.0	0.0	0.0
			LOS:	A	B			B	A	A	A	A	B	B			A	A	A
13	Serfas Club Dr. & Green River Rd.	TS	Delay:	42.0	36.4	26.0	29.4	42.0	0.0	0.0	39.8	40.0	31.5	51.6	8.9	8.9	51.6	28.2	30.2
			LOS:	D	D	C	C	D	A	A	D	D	C	D	A	A	D	C	C
14	Driveway 3 & Frontage Rd.	CSS	Delay:	8.8	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A															
15	Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	10.6	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		B														
16	Maple St. & SR-91 WB Off-Ramp	TS	Delay:	4.5	6.1	34.6	20.4	29.7	4.0	0.0	0.0	6.1	6.1	34.6	0.0	0.0	19.9	0.0	20.8
			LOS:	A	A	C	C	C	A	A	A	A	A	C	A	A	B	A	C
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	38.5	18.3	12.0	--	--	--	32.8	--	45.0	48.1	2.9	--	--	12.3	8.3
			LOS:		D	B	B				C		D	D	A			B	A
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	13.9	--	**58.7**	45.6	14.3	14.1	12.5	--	--	--	**84.2**	51.3	52.1	**55.0**	42.7	43.6
			LOS:	B		**E**	D	B	B	B				**F**	D	D	**E**	D	D
19	Paseo Grande & Frontage Rd.	AWS	Delay:	17.5	10.6	11.6	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	C	B	B													

Table Appendix 5.1 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20	Paseo Grande & Via Santiago	AWS	Delay:	44.3	12.5	11.4	14.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	E	B	B	B												
21	Paseo Grande & Via Del Rio	AWS	Delay:	**46.4**	20.2	12.8	**>100.0**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**E**	C	B	**F**												
22	Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.0	0.0	15.3	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C													
23	Paseo Grande & Driveway 4/Driveway 5	CSS	Delay:	0.0	0.0	16.7	12.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C	B												
24	Paseo Grande & Pine Crest Dr.	AWS	Delay:	**>100.0**	27.4	12.3	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	D	B													
25	Paseo Grande & Ontario Av.	AWS	Delay:	40.8	**>100.0**	0.0	23.1	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	E	**F**		C												
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	52.1	27.4	17.9	14.9	0.0	52.1	0.0	27.4	0.0	27.4	31.4	6.5	6.5	**67.4**	15.1	9.5
			LOS:	D	C	B	B	A	D	A	C	A	C	C	A	A	**E**	B	A
27	Via Bernardo & 6th St.	TS	Delay:	20.3	0.0	7.5	9.5	20.5	0.0	19.7	0.0	0.0	0.0	47.7	7.4	7.4	29.1	8.9	0.0
			LOS:	C		A	A	C	A	B	A	A	A	D	A	A	C	A	A
28	Via Bernardo & Via Santiago	AWS	Delay:	8.6	8.0	8.5	9.9	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	A												
29	Via Bernardo & Via Del Rio	CSS	Delay:	--	16.1	0.6	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		C														
30	Kirkwood Dr. & Via Del Rio	CSS	Delay:	13.0	--	0.0	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
31	Avenida Del Vista & 6th St.	TS	Delay:	12.5	--	11.3	8.2	13.6	--	11.4	--	--	--	--	11.3	11.3	21.5	6.7	--
			LOS:	B		B	A	B		B					B	B	C	A	
32	Avenida Del Vista & Via Santiago	AWS	Delay:	13.7	12.9	13.2	16.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	B	C												
33	Avenida Del Vista & Via Del Rio	TS	Delay:	15.1	18.6	13.5	18.1	14.5	0.0	15.8	15.6	0.0	19.1	13.0	13.6	13.6	13.6	18.3	18.2
			LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34	Avenida Del Vista & Ontario Av.	AWS	Delay:	9.0	9.4	10.5	10.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	B	B												

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

Table Appendix 5.1 Summary-PM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Green River Rd. & SR-91 WB Ramps	TS	Delay:	28.5	8.5	--	**55.4**	50.8	0.3	0.0	0.0	8.5	8.5	--	--	--	**55.1**	0.0	**56.1**
			LOS:	C	A		**E**	D	A	A	A	A	A				**E**	A	**E**
2	Green River Rd. & SR-91 EB Ramps	TS	Delay:	30.6	34.1	35.4	--	0.0	30.4	31.0	**66.9**	18.6	0.0	21.7	0.0	37.7	--	--	--
			LOS:	C	C	D		A	C	C	**E**	B	A	C	A	D			
3	Green River Rd. & Palisades Dr.	TS	Delay:	7.7	5.3	--	19.9	--	7.7	7.7	20.7	3.8	--	--	--	--	19.9	--	19.8
			LOS:	A	A		B		A	A	C	A					B		B
4	Driveway 1 & Frontage Rd.	CSS	Delay:	9.2	--	0.0	1.3	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A															
5	Auto Center Dr. & Wardlow Rd.	TS	Delay:	14.9	17.8	23.1	26.7	26.8	11.9	11.9	30.7	17.6	17.6	28.5	20.1	21.2	27.3	0.0	17.5
			LOS:	B	B	C	C	C	B	B	C	B	B	C	C	C	C	A	B
6	Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	9.4	10.3	--	34.9	40.4	0.2	0.0	0.0	10.2	10.3	--	--	--	35.2	0.0	31.7
			LOS:	A	B		C	D	A	A	A	B	B				D	A	C
7	Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	11.4	9.3	31.4	--	0.0	10.9	12.1	40.7	0.2	0.0	29.8	0.0	33.7	--	--	--
			LOS:	B	A	C		A	B	B	D	A	A	C	A	C			
8	Serfas Club Dr. & Frontage Rd.	TS	Delay:	12.9	13.1	14.8	15.4	21.9	11.9	12.0	19.2	11.8	11.7	15.3	0.0	14.2	16.2	0.0	13.5
			LOS:	B	B	B	B	C	B	B	B	B	B	B	A	B	B	A	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	7.1	3.9	--	13.5	--	7.1	5.9	13.4	3.1	--	--	--	--	13.3	--	13.6
			LOS:	A	A		B		A	A	B	A					B		B
10	Driveway 2 & Pine Crest Dr.	CSS	Delay:	9.3	--	0.0	0.2	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A															
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	5.8	10.0	0.0	0.0	28.5	5.2	5.2	26.8	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0
			LOS:	A	A			C	A	A	C	A	A	A	A	A	A	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	Delay:	4.5	11.3	--	0.0	33.4	3.9	5.6	0.0	11.7	5.9	19.4	--	--	0.0	0.0	0.0
			LOS:	A	B			C	A	A	A	B	A	B			A	A	A
13	Serfas Club Dr. & Green River Rd.	TS	Delay:	32.3	28.4	19.6	15.9	32.3	0.0	0.0	30.1	0.0	21.9	32.8	17.6	17.5	38.5	15.3	15.4
			LOS:	C	C	B	B	C	A	A	C	A	C	C	B	B	D	B	B
14	Driveway 3 & Frontage Rd.	CSS	Delay:	10.3	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
15	Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	9.1	0.3	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		A														
16	Maple St. & SR-91 WB Off-Ramp	TS	Delay:	4.7	5.4	32.9	20.5	0.0	4.7	0.0	0.0	5.4	0.0	32.9	0.0	0.0	20.7	0.0	19.9
			LOS:	A	A	C	C	A	A	A	A	A	A	C	A	A	C	A	B
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	31.7	14.1	14.5	--	--	--	32.3	--	29.6	42.5	10.2	--	--	14.6	12.9
			LOS:		C	B	B				C		C	D	B			B	B
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	36.0	--	42.0	35.0	35.5	35.5	37.0	--	--	--	**61.8**	36.8	42.2	**77.1**	17.3	17.5
			LOS:	D		D	C	D	D	D				**E**	D	D	**E**	B	B
19	Paseo Grande & Frontage Rd.	AWS	Delay:	10.8	25.9	12.9	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	D													

Table Appendix 5.1 Summary-PM

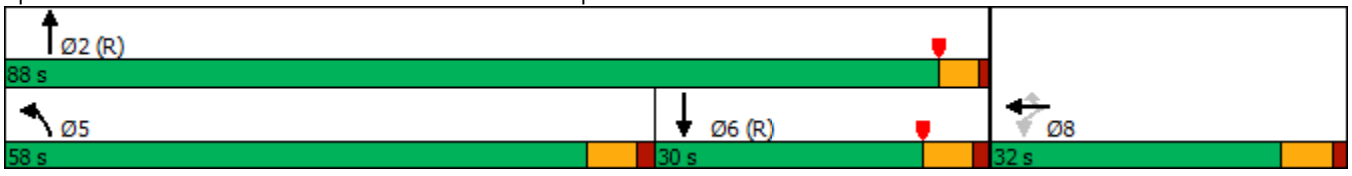
		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20	Paseo Grande & Via Santiago	AWS	Delay:	10.5	22.3	10.5	9.9	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	C	B	A												
21	Paseo Grande & Via Del Rio	AWS	Delay:	9.6	18.4	9.4	10.6	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	C	A	B												
22	Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	10.2	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B													
23	Paseo Grande & Driveway 4/Driveway 5	CSS	Delay:	10.1	10.1	5.7	1.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B														
24	Paseo Grande & Pine Crest Dr.	AWS	Delay:	8.1	8.1	7.9	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A													
25	Paseo Grande & Ontario Av.	AWS	Delay:	8.5	10.4	8.7	9.1	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	B	A	A												
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	47.9	23.6	11.8	9.0	47.9	0.0	0.0	23.9	0.0	23.4	26.2	10.2	10.2	49.6	8.9	8.0
			LOS:	D	C	B	A	D	A	A	C	A	C	C	B	B	D	A	A
27	Via Bernardo & 6th St.	TS	Delay:	23.5	0.0	10.5	7.1	23.7	0.0	23.3	0.0	0.0	0.0	51.3	10.4	10.4	33.1	5.7	0.0
			LOS:	C		B	A	C	A	C	A	A	A	D	B	B	C	A	A
28	Via Bernardo & Via Santiago	AWS	Delay:	7.8	8.2	8.4	8.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	A												
29	Via Bernardo & Via Del Rio	CSS	Delay:	--	13.9	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		B														
30	Kirkwood Dr. & Via Del Rio	CSS	Delay:	13.0	--	0.0	1.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
31	Avenida Del Vista & 6th St.	TS	Delay:	24.3	--	14.1	10.2	27.2	--	21.7	--	--	--	--	14.0	14.2	32.9	3.2	--
			LOS:	C		B	B	C		C					B	B	C	A	
32	Avenida Del Vista & Via Santiago	AWS	Delay:	11.0	11.9	11.7	11.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	B	B												
33	Avenida Del Vista & Via Del Rio	TS	Delay:	13.1	13.6	15.1	13.4	11.5	0.0	13.9	11.5	0.0	14.3	12.0	15.3	15.4	12.1	13.6	13.6
			LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34	Avenida Del Vista & Ontario Av.	AWS	Delay:	8.1	8.8	9.3	9.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	A												

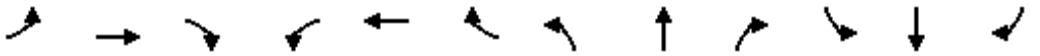
* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	21	3	116	1652	198	240
Future Volume (vph)	21	3	116	1652	198	240
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	32.0	32.0	32.0	58.0	88.0	30.0
Total Split (%)	26.7%	26.7%	26.7%	48.3%	73.3%	25.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	10.3	10.3	10.3	50.0	99.1	41.7
Actuated g/C Ratio	0.09	0.09	0.09	0.42	0.83	0.35
v/c Ratio	0.09	0.10	0.52	0.90	0.15	0.46
Control Delay	46.9	47.1	14.7	52.4	2.2	21.6
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0
Total Delay	46.9	47.1	14.7	53.5	2.2	21.6
LOS	D	D	B	D	A	C
Approach Delay		20.2			48.0	21.6
Approach LOS		C			D	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 41.0	Intersection LOS: D
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	21	3	116	1652	198	0	0	240	277
Future Volume (veh/h)	0	0	0	21	3	116	1652	198	0	0	240	277
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				26	0	44	1877	225	0	0	273	210
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				146	0	65	1966	1607	0	0	811	604
Arrive On Green				0.04	0.00	0.04	0.65	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2035	1445
Grp Volume(v), veh/h				26	0	44	1877	225	0	0	249	234
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1610
Q Serve(g_s), s				0.8	0.0	3.3	41.3	0.0	0.0	0.0	11.4	11.9
Cycle Q Clear(g_c), s				0.8	0.0	3.3	41.3	0.0	0.0	0.0	11.4	11.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.90
Lane Grp Cap(c), veh/h				146	0	65	1966	1607	0	0	742	673
V/C Ratio(X)				0.18	0.00	0.68	0.95	0.14	0.00	0.00	0.34	0.35
Avail Cap(c_a), veh/h				772	0	343	2177	1607	0	0	742	673
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.67	0.67	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				55.6	0.0	56.8	19.8	0.0	0.0	0.0	23.7	23.8
Incr Delay (d2), s/veh				0.6	0.0	11.6	7.2	0.1	0.0	0.0	1.2	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.4	0.0	1.5	12.5	0.1	0.0	0.0	5.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				56.2	0.0	68.4	27.0	0.1	0.0	0.0	24.9	25.2
LnGrp LOS				E	A	E	C	A	A	A	C	C
Approach Vol, veh/h					70			2102			483	
Approach Delay, s/veh					63.9			24.1			25.0	
Approach LOS					E			C			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	109.1		53.0	56.1		10.9						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 83		52.0	24.0		26.0						
Max Q Clear Time (g_c+I1), s	2.0		43.3	13.9		5.3						
Green Ext Time (p_c), s	1.5		3.6	2.1		0.2						

Intersection Summary		
HCM 6th Ctrl Delay		25.3
HCM 6th LOS		C

Notes

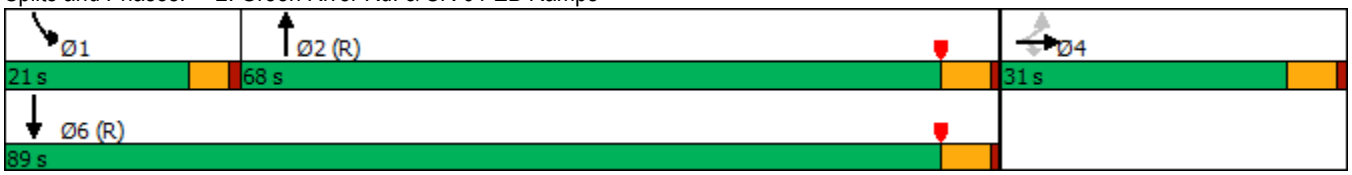
User approved volume balancing among the lanes for turning movement.

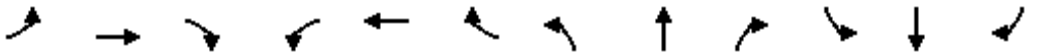
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1	196	1765	191	70
Future Volume (vph)	1	196	1765	191	70
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	31.0	31.0	68.0	21.0	89.0
Total Split (%)	25.8%	25.8%	56.7%	17.5%	74.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effct Green (s)	12.2	12.2	72.0	20.3	96.8
Actuated g/C Ratio	0.10	0.10	0.60	0.17	0.81
v/c Ratio	0.54	0.46	0.69	0.71	0.03
Control Delay	61.3	9.3	18.9	56.3	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	9.3	18.9	56.3	4.8
LOS	E	A	B	E	A
Approach Delay	25.3		18.9		42.4
Approach LOS	C		B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1	196	0	0	0	0	1765	108	191	70	0
Future Volume (veh/h)	86	1	196	0	0	0	0	1765	108	191	70	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	96	1	179				0	1961	111	212	78	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	155	2	246				0	3209	181	238	2915	0
Arrive On Green	0.09	0.09	0.09				0.00	0.65	0.65	0.13	0.82	0.00
Sat Flow, veh/h	1764	18	2790				0	5114	279	1781	3647	0
Grp Volume(v), veh/h	97	0	179				0	1348	724	212	78	0
Grp Sat Flow(s),veh/h/ln	1782	0	1395				0	1702	1820	1781	1777	0
Q Serve(g_s), s	6.3	0.0	7.5				0.0	27.6	27.8	14.0	0.5	0.0
Cycle Q Clear(g_c), s	6.3	0.0	7.5				0.0	27.6	27.8	14.0	0.5	0.0
Prop In Lane	0.99		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	157	0	246				0	2209	1181	238	2915	0
V/C Ratio(X)	0.62	0.00	0.73				0.00	0.61	0.61	0.89	0.03	0.00
Avail Cap(c_a), veh/h	379	0	593				0	2209	1181	245	2915	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	0.89	0.89	0.00
Uniform Delay (d), s/veh	52.8	0.0	53.3				0.0	12.2	12.3	51.1	2.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	4.1				0.0	1.3	2.4	27.5	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	3.0	0.0	2.8				0.0	10.2	11.4	8.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	0.0	57.4				0.0	13.5	14.7	78.6	2.0	0.0
LnGrp LOS	E	A	E				A	B	B	E	A	A
Approach Vol, veh/h		276						2072			290	
Approach Delay, s/veh		57.1						13.9			58.0	
Approach LOS		E						B			E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.6	83.4		16.1		103.9
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	16.5	62.5		25.5		83.5
Max Q Clear Time (g_c+I1), s	16.0	29.8		9.5		2.5
Green Ext Time (p_c), s	0.0	21.1		1.1		0.5

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	5	288	1528	83	217
Future Volume (vph)	5	288	1528	83	217
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	38.0	38.0	63.0	19.0	82.0
Total Split (%)	31.7%	31.7%	52.5%	15.8%	68.3%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	14.3	14.3	38.4	9.2	49.2
Actuated g/C Ratio	0.19	0.19	0.50	0.12	0.64
v/c Ratio	0.02	0.65	0.67	0.43	0.07
Control Delay	32.0	17.8	16.8	44.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	17.8	16.8	44.1	5.0
LOS	C	B	B	D	A
Approach Delay	18.1		16.8		15.8
Approach LOS	B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 58.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	288	1528	35	83	217
Future Volume (veh/h)	5	288	1528	35	83	217
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	95	1661	30	90	236
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	215	2690	49	116	3387
Arrive On Green	0.14	0.14	0.52	0.52	0.07	0.66
Sat Flow, veh/h	1781	1585	5333	93	1781	5274
Grp Volume(v), veh/h	5	95	1095	596	90	236
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1854	1781	1702
Q Serve(g_s), s	0.1	3.3	13.6	13.6	3.0	1.0
Cycle Q Clear(g_c), s	0.1	3.3	13.6	13.6	3.0	1.0
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	242	215	1773	966	116	3387
V/C Ratio(X)	0.02	0.44	0.62	0.62	0.77	0.07
Avail Cap(c_a), veh/h	949	845	3263	1777	430	6520
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	22.4	23.7	10.1	10.1	27.5	3.5
Incr Delay (d2), s/veh	0.0	1.4	0.4	0.6	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	3.6	4.0	1.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.4	25.1	10.4	10.7	31.6	3.6
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	100		1691			326
Approach Delay, s/veh	25.0		10.6			11.3
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.5	36.9			45.4	14.3
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	14.4	57.2			76.2	31.8
Max Q Clear Time (g_c+I1), s	5.0	15.6			3.0	5.3
Green Ext Time (p_c), s	0.1	15.5			1.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	0	18	58	0	18
Future Vol, veh/h	133	0	18	58	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	145	0	20	63	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	248	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	740	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	730	902
Mov Cap-2 Maneuver	-	-	-	-	730	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	908	-

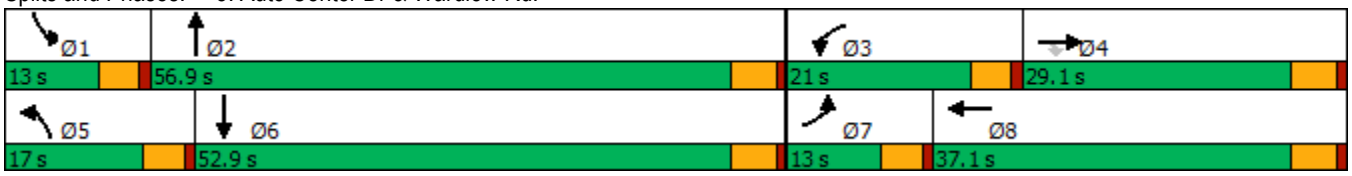
Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	9.1
HCM LOS			A

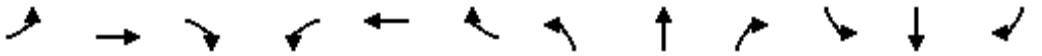
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	902	-	-	1437	-
HCM Lane V/C Ratio	0.022	-	-	0.014	-
HCM Control Delay (s)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	1	8	65	11	41	351	11	606
Future Volume (vph)	4	1	8	65	11	41	351	11	606
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	13.0	29.1	29.1	21.0	37.1	17.0	56.9	13.0	52.9
Total Split (%)	10.8%	24.3%	24.3%	17.5%	30.9%	14.2%	47.4%	10.8%	44.1%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	5.9	13.3	13.3	9.3	13.9	7.0	33.6	6.1	31.1
Actuated g/C Ratio	0.12	0.27	0.27	0.19	0.28	0.14	0.68	0.12	0.63
v/c Ratio	0.02	0.00	0.02	0.20	0.02	0.17	0.18	0.05	0.29
Control Delay	31.5	22.0	0.0	25.5	17.9	28.5	9.2	30.8	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	22.0	0.0	25.5	17.9	28.5	9.2	30.8	12.6
LOS	C	C	A	C	B	C	A	C	B
Approach Delay		11.4			24.3		11.0		12.9
Approach LOS		B			C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1	8	65	11	1	41	351	62	11	606	22
Future Volume (veh/h)	4	1	8	65	11	1	41	351	62	11	606	22
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1	6	68	11	1	43	366	49	11	631	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	176	149	118	261	24	85	1076	143	26	1084	34
Arrive On Green	0.01	0.09	0.09	0.07	0.15	0.15	0.05	0.34	0.34	0.01	0.31	0.31
Sat Flow, veh/h	1781	1870	1585	1781	1689	154	1781	3153	419	1781	3516	111
Grp Volume(v), veh/h	4	1	6	68	0	12	43	205	210	11	319	332
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1843	1781	1777	1795	1781	1777	1850
Q Serve(g_s), s	0.1	0.0	0.1	1.5	0.0	0.2	0.9	3.4	3.5	0.2	6.1	6.1
Cycle Q Clear(g_c), s	0.1	0.0	0.1	1.5	0.0	0.2	0.9	3.4	3.5	0.2	6.1	6.1
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.23	1.00		0.06
Lane Grp Cap(c), veh/h	10	176	149	118	0	285	85	606	613	26	548	570
V/C Ratio(X)	0.41	0.01	0.04	0.58	0.00	0.04	0.51	0.34	0.34	0.43	0.58	0.58
Avail Cap(c_a), veh/h	373	1120	949	729	0	1471	551	2297	2320	373	2119	2207
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	16.5	16.5	18.2	0.0	14.4	18.6	9.8	9.8	19.6	11.7	11.7
Incr Delay (d2), s/veh	10.1	0.0	0.1	1.7	0.0	0.1	1.8	0.3	0.3	4.2	1.0	0.9
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	0.0	0.0	0.6	0.0	0.1	0.4	1.0	1.1	0.1	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	16.5	16.6	19.8	0.0	14.5	20.4	10.2	10.2	23.8	12.7	12.6
LnGrp LOS	C	B	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		11			80			458			662	
Approach Delay, s/veh		21.5			19.0			11.1			12.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	18.8	7.3	8.9	6.5	17.5	4.8	11.3
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	51.8	16.4	24.0	12.4	47.8	8.4	32.0
Max Q Clear Time (g_c+I1), s	2.2	5.5	3.5	2.1	2.9	8.1	2.1	2.2
Green Ext Time (p_c), s	0.0	2.6	0.1	0.0	0.0	4.3	0.0	0.0

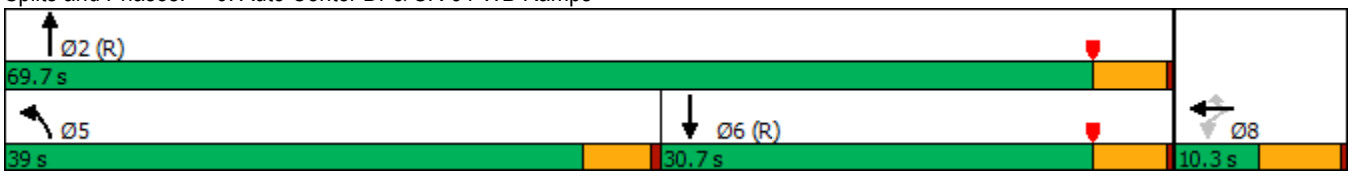
Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

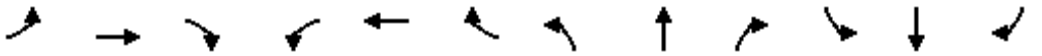
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	68	57	37	532	417	198
Future Volume (vph)	68	57	37	532	417	198
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	10.3	10.3	10.3	39.0	69.7	30.7
Total Split (%)	12.9%	12.9%	12.9%	48.8%	87.1%	38.4%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	5.8	5.8	5.8	31.1	67.0	30.4
Actuated g/C Ratio	0.07	0.07	0.07	0.39	0.84	0.38
v/c Ratio	0.57	0.57	0.21	0.88	0.16	0.90dr
Control Delay	56.5	56.1	3.9	36.3	0.7	25.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	1.0
Total Delay	56.5	56.1	3.9	36.5	0.7	26.4
LOS	E	E	A	D	A	C
Approach Delay		44.3			20.8	26.4
Approach LOS		D			C	C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	68	57	37	532	417	0	0	198	481
Future Volume (veh/h)	0	0	0	68	57	37	532	417	0	0	198	481
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		0.99
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				71	73	15	605	474	0	0	225	492
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				111	116	98	637	2880	0	0	702	618
Arrive On Green				0.06	0.06	0.06	0.60	1.00	0.00	0.00	0.40	0.40
Sat Flow, veh/h				1781	1870	1585	1781	3647	0	0	1870	1563
Grp Volume(v), veh/h				71	73	15	605	474	0	0	225	492
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1781	1777	0	0	1777	1563
Q Serve(g_s), s				3.1	3.0	0.7	25.3	0.0	0.0	0.0	7.0	22.2
Cycle Q Clear(g_c), s				3.1	3.0	0.7	25.3	0.0	0.0	0.0	7.0	22.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				111	116	98	637	2880	0	0	702	618
V/C Ratio(X)				0.64	0.63	0.15	0.95	0.16	0.00	0.00	0.32	0.80
Avail Cap(c_a), veh/h				111	117	99	766	2880	0	0	702	618
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.91	0.91	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				36.6	36.6	35.5	15.4	0.0	0.0	0.0	16.7	21.3
Incr Delay (d2), s/veh				9.2	7.8	0.3	18.1	0.1	0.0	0.0	1.2	10.0
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				1.6	1.6	0.3	8.6	0.0	0.0	0.0	2.9	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.9	44.4	35.8	33.6	0.1	0.0	0.0	17.9	31.3
LnGrp LOS				D	D	D	C	A	A	A	B	C
Approach Vol, veh/h					159			1079			717	
Approach Delay, s/veh					44.2			18.9			27.1	
Approach LOS					D			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.7		33.2	36.5		10.3						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	64.8		34.4	25.8		5.0						
Max Q Clear Time (g_c+I1), s	2.0		27.3	24.2		5.1						
Green Ext Time (p_c), s	2.1		1.3	0.6		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	23.9	
HCM 6th LOS	C	

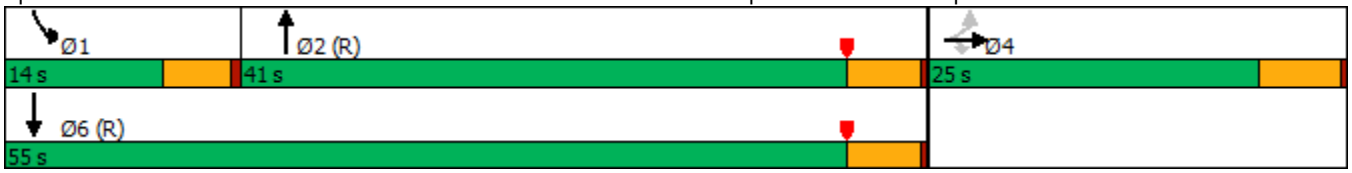
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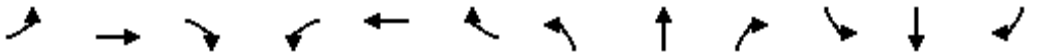
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	265	1	144	684	36	230
Future Volume (vph)	265	1	144	684	36	230
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	25.0	25.0	25.0	41.0	14.0	55.0
Total Split (%)	31.3%	31.3%	31.3%	51.3%	17.5%	68.8%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	11.3	11.3	11.3	50.9	7.2	58.5
Actuated g/C Ratio	0.14	0.14	0.14	0.64	0.09	0.73
v/c Ratio	0.60	0.60	0.43	0.39	0.24	0.09
Control Delay	42.0	42.1	9.2	7.1	25.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	42.1	9.2	7.1	25.4	4.3
LOS	D	D	A	A	C	A
Approach Delay		30.5		7.1		7.1
Approach LOS		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1	144	0	0	0	0	684	469	36	230	0
Future Volume (veh/h)	265	1	144	0	0	0	0	684	469	36	230	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	283	0	70				0	728	379	38	245	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, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	387	0	172				0	2283	1050	63	2715	0
Arrive On Green	0.11	0.00	0.11				0.00	0.67	0.67	0.07	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1566	1781	3647	0
Grp Volume(v), veh/h	283	0	70				0	728	379	38	245	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1566	1781	1777	0
Q Serve(g_s), s	6.2	0.0	3.3				0.0	7.2	8.4	1.7	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	3.3				0.0	7.2	8.4	1.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	387	0	172				0	2283	1050	63	2715	0
V/C Ratio(X)	0.73	0.00	0.41				0.00	0.32	0.36	0.60	0.09	0.00
Avail Cap(c_a), veh/h	877	0	390				0	2283	1050	209	2715	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.77	0.77	0.72	0.72	0.00
Uniform Delay (d), s/veh	34.5	0.0	33.3				0.0	5.5	5.7	36.6	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.6				0.0	0.3	0.7	6.4	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	2.7	0.0	1.3				0.0	2.0	2.3	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	33.8				0.0	5.8	6.5	42.9	0.0	0.0
LnGrp LOS	D	A	C				A	A	A	D	A	A
Approach Vol, veh/h		353						1107			283	
Approach Delay, s/veh		35.2						6.0			5.8	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.5	58.6		14.0		66.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	9.4	36.1		19.7		50.1
Max Q Clear Time (g_c+I1), s	3.7	10.4		8.2		2.0
Green Ext Time (p_c), s	0.0	5.4		0.5		1.0

Intersection Summary			
HCM 6th Ctrl Delay			11.9
HCM 6th LOS			B

Notes

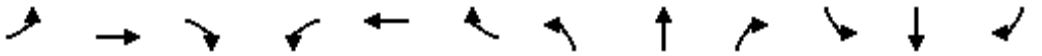
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	100	10	220	16	54	862	44	322
Future Volume (vph)	100	10	220	16	54	862	44	322
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	18.4	18.4	18.4	18.4	7.4	25.8	6.1	24.8
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.12	0.43	0.10	0.41
v/c Ratio	0.31	0.10	0.56	0.34	0.26	0.63	0.13	0.23
Control Delay	22.6	9.1	26.5	6.1	34.2	17.1	33.6	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Total Delay	22.6	9.1	26.5	6.1	34.3	17.2	33.6	14.3
LOS	C	A	C	A	C	B	C	B
Approach Delay		18.1		16.6		18.2		16.6
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	41	220	16	191	54	862	47	44	322	6
Future Volume (veh/h)	100	10	41	220	16	191	54	862	47	44	322	6
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	10	32	227	16	66	56	889	48	45	332	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	95	305	458	77	317	98	1379	74	163	1408	25
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.40	0.40	0.05	0.39	0.39
Sat Flow, veh/h	1316	391	1252	1363	315	1300	1781	3426	185	3456	3569	64
Grp Volume(v), veh/h	103	0	42	227	0	82	56	461	476	45	165	173
Grp Sat Flow(s),veh/h/ln	1316	0	1643	1363	0	1615	1781	1777	1834	1728	1777	1857
Q Serve(g_s), s	3.2	0.0	0.9	7.3	0.0	1.9	1.4	9.8	9.8	0.6	2.9	2.9
Cycle Q Clear(g_c), s	5.1	0.0	0.9	8.2	0.0	1.9	1.4	9.8	9.8	0.6	2.9	2.9
Prop In Lane	1.00		0.76	1.00		0.80	1.00		0.10	1.00		0.03
Lane Grp Cap(c), veh/h	421	0	400	458	0	393	98	715	738	163	701	733
V/C Ratio(X)	0.24	0.00	0.10	0.50	0.00	0.21	0.57	0.64	0.64	0.28	0.24	0.24
Avail Cap(c_a), veh/h	1314	0	1515	1383	0	1489	394	2077	2144	544	1964	2052
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	13.8	17.0	0.0	14.2	21.6	11.3	11.3	21.6	9.5	9.5
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.8	0.0	0.3	1.9	1.0	1.0	0.3	0.2	0.2
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	0.9	0.0	0.3	2.1	0.0	0.7	0.6	3.1	3.2	0.2	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	13.9	17.8	0.0	14.4	23.6	12.3	12.3	21.9	9.7	9.7
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		145			309			993			383	
Approach Delay, s/veh		15.7			16.9			12.9			11.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	24.0		16.1	7.2	23.6		16.1				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	7.4	54.9		* 43	10.4	51.9		* 43				
Max Q Clear Time (g_c+I1), s	2.6	11.8		7.1	3.4	4.9		10.2				
Green Ext Time (p_c), s	0.0	7.0		0.6	0.0	2.0		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		13.4	
HCM 6th LOS		B	

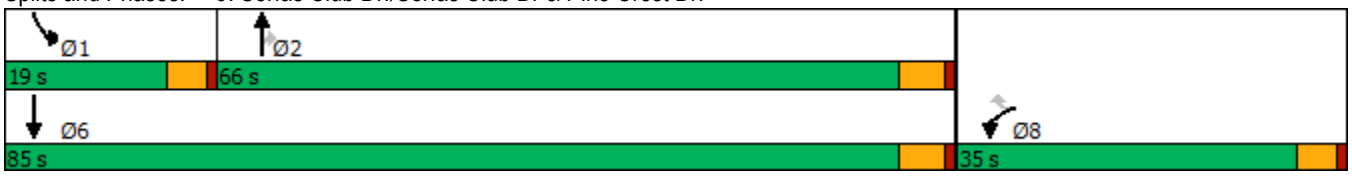
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	130	143	820	51	45	539
Future Volume (vph)	130	143	820	51	45	539
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	9.4	9.4	22.3	22.3	6.6	28.2
Actuated g/C Ratio	0.20	0.20	0.46	0.46	0.14	0.59
v/c Ratio	0.41	0.36	0.54	0.07	0.20	0.28
Control Delay	24.3	7.5	12.1	4.4	25.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	24.3	7.5	12.1	4.4	25.8	5.1
LOS	C	A	B	A	C	A
Approach Delay	15.5		11.6			6.7
Approach LOS	B		B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	130	143	820	51	45	539
Future Volume (veh/h)	130	143	820	51	45	539
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	93	882	44	48	580
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	223	198	1568	684	93	2190
Arrive On Green	0.13	0.13	0.44	0.44	0.05	0.62
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	140	93	882	44	48	580
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	2.8	2.0	6.9	0.6	1.0	2.8
Cycle Q Clear(g_c), s	2.8	2.0	6.9	0.6	1.0	2.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	223	198	1568	684	93	2190
V/C Ratio(X)	0.63	0.47	0.56	0.06	0.51	0.26
Avail Cap(c_a), veh/h	1443	1284	5766	2516	683	7565
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	15.6	15.3	7.8	6.0	17.3	3.3
Incr Delay (d2), s/veh	1.1	0.6	0.3	0.0	1.6	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	1.0	0.7	1.7	0.1	0.4	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	15.9	8.1	6.1	18.9	3.4
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	233		926			628
Approach Delay, s/veh	16.4		8.0			4.6
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.6	21.7			28.2	9.3
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9			79.9	30.4
Max Q Clear Time (g_c+I1), s	3.0	8.9			4.8	4.8
Green Ext Time (p_c), s	0.0	7.6			4.4	0.4

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	3	0	264	7	1
Future Vol, veh/h	94	3	0	264	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	102	3	0	287	8	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	105	0	391	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	287	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1486	-	613	951
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1486	-	613	951
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	762	-

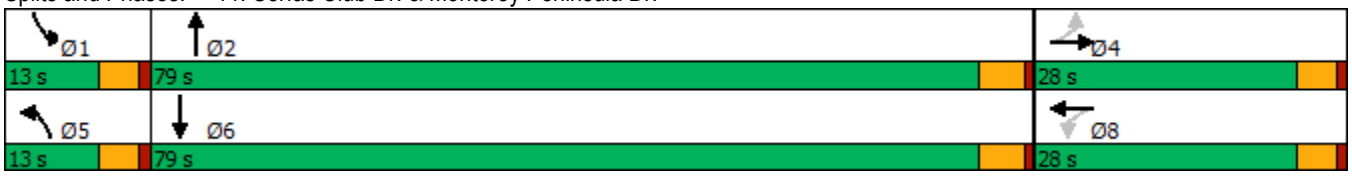
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	641	-	-	1486	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	10.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	57	2	9	1	4	791	12	621
Future Volume (vph)	57	2	9	1	4	791	12	621
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	28.0	28.0	28.0	28.0	13.0	79.0	13.0	79.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.8%	65.8%	10.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		12.6		12.6	5.7	34.2	5.9	34.4
Actuated g/C Ratio		0.24		0.24	0.11	0.65	0.11	0.66
v/c Ratio		0.24		0.09	0.02	0.37	0.07	0.58
Control Delay		20.2		12.5	30.0	7.5	29.2	11.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.1
Total Delay		20.2		12.5	30.0	7.5	29.2	11.3
LOS		C		B	C	A	C	B
Approach Delay		20.2		12.5		7.7		11.6
Approach LOS		C		B		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 10.0	Intersection LOS: B
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	2	17	9	1	23	4	791	2	12	621	36
Future Volume (veh/h)	57	2	17	9	1	23	4	791	2	12	621	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		1.00	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	2	9	10	1	19	4	851	2	13	668	34
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	347	20	30	161	49	166	10	1749	4	30	868	44
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.01	0.48	0.48	0.02	0.49	0.49
Sat Flow, veh/h	1154	120	182	288	296	1009	1781	3637	9	1781	1762	90
Grp Volume(v), veh/h	72	0	0	30	0	0	4	416	437	13	0	702
Grp Sat Flow(s),veh/h/ln	1456	0	0	1593	0	0	1781	1777	1869	1781	0	1852
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	0.1	6.7	6.7	0.3	0.0	13.1
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.6	0.0	0.0	0.1	6.7	6.7	0.3	0.0	13.1
Prop In Lane	0.85		0.12	0.33		0.63	1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	397	0	0	376	0	0	10	855	899	30	0	912
V/C Ratio(X)	0.18	0.00	0.00	0.08	0.00	0.00	0.41	0.49	0.49	0.44	0.00	0.77
Avail Cap(c_a), veh/h	947	0	0	967	0	0	353	3098	3258	353	0	3228
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	0.0	15.0	0.0	0.0	21.0	7.5	7.5	20.6	0.0	8.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	10.2	0.4	0.4	3.7	0.0	1.4
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	0.0	0.0	0.2	0.0	0.0	0.1	1.7	1.8	0.1	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	0.0	15.1	0.0	0.0	31.2	7.9	7.9	24.3	0.0	10.2
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	B
Approach Vol, veh/h		72			30			857			715	
Approach Delay, s/veh		15.7			15.1			8.0			10.5	
Approach LOS		B			B			A			B	

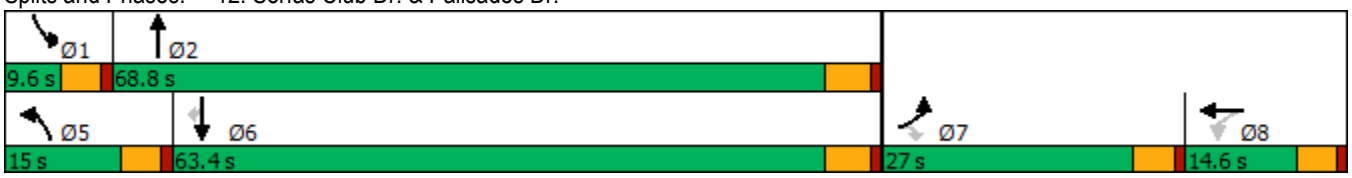
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	25.5		11.6	4.8	26.0		11.6				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	8.4	73.9		23.4	8.4	73.9		23.4				
Max Q Clear Time (g_c+I1), s	2.3	8.7		3.7	2.1	15.1		2.6				
Green Ext Time (p_c), s	0.0	6.2		0.3	0.0	5.7		0.1				

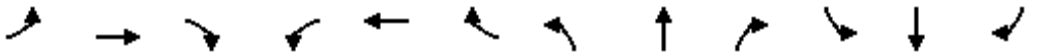
Intersection Summary			
HCM 6th Ctrl Delay		9.5	
HCM 6th LOS		A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	133	6	28	664	220	426		
Future Volume (vph)	133	6	28	664	220	426		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	27.0	27.0	15.0	68.8	63.4	63.4	9.6	14.6
Total Split (%)	22.5%	22.5%	12.5%	57.3%	52.8%	52.8%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	11.8	11.8	5.9	21.6	20.2	20.2		
Actuated g/C Ratio	0.27	0.27	0.13	0.49	0.46	0.46		
v/c Ratio	0.16	0.01	0.13	0.42	0.28	0.48		
Control Delay	13.9	0.0	21.7	7.7	9.6	3.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	13.9	0.0	21.7	7.7	9.6	3.2		
LOS	B	A	C	A	A	A		
Approach Delay				8.3	5.4			
Approach LOS				A	A			

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 44			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 38.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	0	6	0	0	0	28	664	0	0	220	426
Future Volume (veh/h)	133	0	6	0	0	0	28	664	0	0	220	426
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	0	3	0	0	0	30	722	0	0	239	373
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, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	741	0	0	0	5	0	64	1820	0	5	648	536
Arrive On Green	0.21	0.00	0.00	0.00	0.00	0.00	0.04	0.51	0.00	0.00	0.35	0.35
Sat Flow, veh/h	3456	145		0	-86037	0	1781	3647	0	1781	1870	1547
Grp Volume(v), veh/h	145	11.6		0	0	0	30	722	0	0	239	373
Grp Sat Flow(s),veh/h/ln	1728	B		0	1870	0	1781	1777	0	1781	1870	1547
Q Serve(g_s), s	1.2			0.0	0.0	0.0	0.6	4.4	0.0	0.0	3.4	7.4
Cycle Q Clear(g_c), s	1.2			0.0	0.0	0.0	0.6	4.4	0.0	0.0	3.4	7.4
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	741			0	5	0	64	1820	0	5	648	536
V/C Ratio(X)	0.20			0.00	0.00	0.00	0.47	0.40	0.00	0.00	0.37	0.70
Avail Cap(c_a), veh/h	2183			0	527	0	522	6382	0	251	3074	2542
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.4			0.0	0.0	0.0	16.8	5.3	0.0	0.0	8.7	10.0
Incr Delay (d2), s/veh	0.1			0.0	0.0	0.0	2.0	0.1	0.0	0.0	0.4	1.6
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
%ile BackOfQ(50%),veh/ln	0.3			0.0	0.0	0.0	0.2	0.8	0.0	0.0	1.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6			0.0	0.0	0.0	18.7	5.4	0.0	0.0	9.0	11.6
LnGrp LOS	B			A	A	A	B	A	A	A	A	B
Approach Vol, veh/h					0			752			612	
Approach Delay, s/veh					0.0			6.0			10.6	
Approach LOS								A			B	

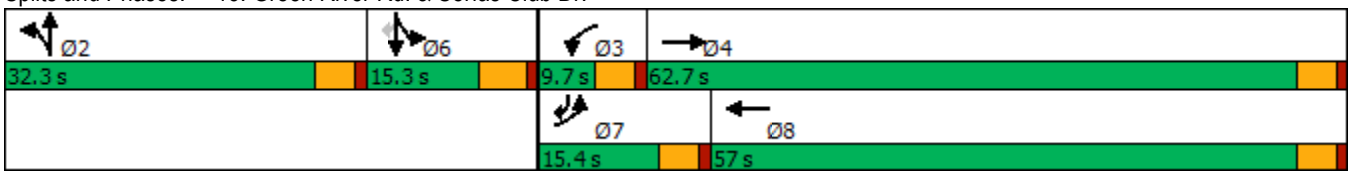
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	23.3			5.9	17.4	12.2	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	63.7			10.4	58.3	22.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	6.4			2.6	9.4	3.2	0.0				
Green Ext Time (p_c), s	0.0	5.7			0.0	2.9	0.4	0.0				

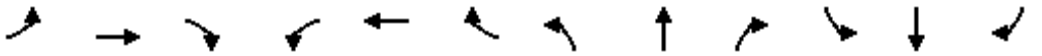
Intersection Summary			
HCM 6th Ctrl Delay		8.4	
HCM 6th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	279	417	12	1265	43	52	15	159
Future Volume (vph)	279	417	12	1265	43	52	15	159
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	15.4	62.7	9.7	57.0	32.3	15.3	15.3	15.4
Total Split (%)	12.8%	52.3%	8.1%	47.5%	26.9%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.8	69.0	5.2	53.8	13.0	10.3	10.3	22.2
Actuated g/C Ratio	0.11	0.69	0.05	0.54	0.13	0.10	0.10	0.22
v/c Ratio	0.77	0.18	0.13	0.85	0.30	0.20	0.20	0.34
Control Delay	60.3	9.3	53.8	28.1	35.1	49.0	49.0	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	9.3	53.8	28.1	35.1	49.0	49.0	7.8
LOS	E	A	D	C	D	D	D	A
Approach Delay		29.7		28.3	35.1		20.0	
Approach LOS		C		C	D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	417	3	12	1265	272	5	43	24	52	15	159
Future Volume (veh/h)	279	417	3	12	1265	272	5	43	24	52	15	159
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	430	3	12	1304	265	5	44	15	34	42	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	2161	15	25	1497	300	12	105	36	181	190	324
Arrive On Green	0.10	0.60	0.60	0.01	0.51	0.51	0.09	0.09	0.09	0.10	0.10	0.10
Sat Flow, veh/h	3456	3617	25	1781	2944	590	140	1229	419	1781	1870	1585
Grp Volume(v), veh/h	288	211	222	12	780	789	64	0	0	34	42	53
Grp Sat Flow(s),veh/h/ln	1728	1777	1866	1781	1777	1757	1788	0	0	1781	1870	1585
Q Serve(g_s), s	7.8	5.2	5.2	0.6	36.7	38.2	3.2	0.0	0.0	1.7	2.0	2.6
Cycle Q Clear(g_c), s	7.8	5.2	5.2	0.6	36.7	38.2	3.2	0.0	0.0	1.7	2.0	2.6
Prop In Lane	1.00		0.01	1.00		0.34	0.08		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	357	1062	1115	25	904	893	153	0	0	181	190	324
V/C Ratio(X)	0.81	0.20	0.20	0.47	0.86	0.88	0.42	0.00	0.00	0.19	0.22	0.16
Avail Cap(c_a), veh/h	391	1080	1134	95	974	963	517	0	0	189	198	331
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	1.00	1.00
Uniform Delay (d), s/veh	41.8	8.8	8.8	46.7	20.5	20.9	41.4	0.0	0.0	39.3	39.4	31.2
Incr Delay (d2), s/veh	9.8	0.1	0.1	5.0	7.7	9.3	0.7	0.0	0.0	0.5	0.6	0.2
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	3.8	1.9	2.0	0.3	16.0	16.8	1.4	0.0	0.0	0.7	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	8.9	8.9	51.6	28.2	30.2	42.0	0.0	0.0	39.8	40.0	31.5
LnGrp LOS	D	A	A	D	C	C	D	A	A	D	D	C
Approach Vol, veh/h		721			1581			64			129	
Approach Delay, s/veh		26.0			29.4			42.0			36.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.9	6.0	61.7		14.9	14.4	53.2				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 58		10.1	10.8	* 52				
Max Q Clear Time (g_c+I1), s		5.2	2.6	7.2		4.6	9.8	40.2				
Green Ext Time (p_c), s		0.2	0.0	2.8		0.2	0.1	8.3				

Intersection Summary		
HCM 6th Ctrl Delay	29.1	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	97	3	0	426	0	7
Future Vol, veh/h	97	3	0	426	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	3	0	463	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	105
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	949
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	949
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	949	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	95	267	3	3	5
Future Vol, veh/h	1	95	267	3	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	117	330	4	4	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	334	0	-	0	451	332
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1225	-	-	-	566	710
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1225	-	-	-	565	710
Mov Cap-2 Maneuver	-	-	-	-	565	-
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	906	-

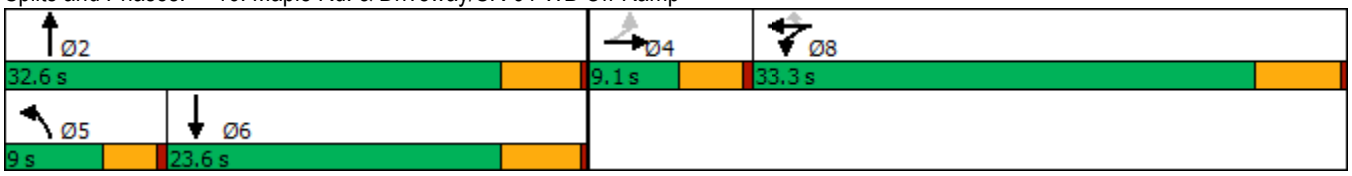
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.6
HCM LOS			B

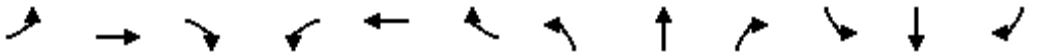
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1225	-	-	-	648
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Control Delay (s)	7.9	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	2	0	41	4	62	6	277	286
Future Volume (vph)	2	0	41	4	62	6	277	286
Turn Type	Perm	NA	Split	NA	Perm	Prot	NA	NA
Protected Phases		4	8	8		5	2	6
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	5	2	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)	9.1	9.1	33.3	33.3	33.3	8.5	29.9	9.9
Total Split (s)	9.1	9.1	33.3	33.3	33.3	9.0	32.6	23.6
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	12.0%	43.5%	31.5%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	3.0	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.1	5.3	5.3	5.3	3.5	4.9	4.9
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max
Act Effct Green (s)		5.2	8.5	8.5	8.5	5.3	37.5	36.3
Actuated g/C Ratio		0.10	0.17	0.17	0.17	0.10	0.73	0.71
v/c Ratio		0.01	0.09	0.09	0.18	0.03	0.11	0.12
Control Delay		0.0	16.8	16.8	1.0	25.8	6.8	9.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.0	16.8	16.8	1.0	25.8	6.8	9.0
LOS		A	B	B	A	C	A	A
Approach Delay				7.7			7.2	9.0
Approach LOS				A			A	A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.18	
Intersection Signal Delay: 8.0	Intersection LOS: A
Intersection Capacity Utilization 27.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	41	4	62	6	277	0	0	286	5
Future Volume (veh/h)	2	0	2	41	4	62	6	277	0	0	286	5
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	2	0	2	47	0	46	6	295	0	0	304	5
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	5	0	5	270	0	120	14	2153	0	0	1865	31
Arrive On Green	0.01	0.00	0.01	0.08	0.00	0.08	0.01	0.61	0.00	0.00	0.52	0.52
Sat Flow, veh/h	839	0	839	3563	0	1585	1781	3647	0	0	3671	59
Grp Volume(v), veh/h	4	0	0	47	0	46	6	295	0	0	151	158
Grp Sat Flow(s),veh/h/ln	1677	0	0	1781	0	1585	1781	1777	0	0	1777	1860
Q Serve(g_s), s	0.1	0.0	0.0	0.6	0.0	1.3	0.2	1.6	0.0	0.0	2.0	2.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.6	0.0	1.3	0.2	1.6	0.0	0.0	2.0	2.0
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.00	0.00		0.03
Lane Grp Cap(c), veh/h	9	0	0	270	0	120	14	2153	0	0	926	970
V/C Ratio(X)	0.44	0.00	0.00	0.17	0.00	0.38	0.42	0.14	0.00	0.00	0.16	0.16
Avail Cap(c_a), veh/h	183	0	0	2182	0	971	214	2153	0	0	926	970
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	0.0	19.8	0.0	20.1	22.6	3.9	0.0	0.0	5.7	5.7
Incr Delay (d2), s/veh	11.9	0.0	0.0	0.1	0.0	0.7	7.1	0.1	0.0	0.0	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	0.1	0.0	0.0	0.2	0.0	0.4	0.1	0.3	0.0	0.0	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	0.0	0.0	19.9	0.0	20.8	29.7	4.0	0.0	0.0	6.1	6.1
LnGrp LOS	C	A	A	B	A	C	C	A	A	A	A	A
Approach Vol, veh/h		4			93			301			309	
Approach Delay, s/veh		34.6			20.4			4.5			6.1	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.3	3.9	28.7		8.8				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		3.6		2.1	2.2	4.0		3.3				
Green Ext Time (p_c), s		1.2		0.0	0.0	0.9		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			7.5									
HCM 6th LOS			A									

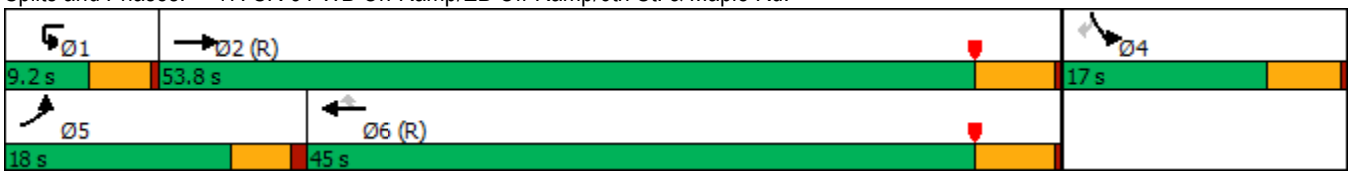
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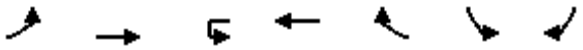
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	162	314	983	121	144	185	
Future Volume (vph)	162	314	983	121	144	185	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	18.0	53.8	45.0	45.0	17.0	17.0	9.2
Total Split (%)	22.5%	67.3%	56.3%	56.3%	21.3%	21.3%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	12.9	61.3	43.7	43.7	8.5	8.5	
Actuated g/C Ratio	0.16	0.77	0.55	0.55	0.11	0.11	
v/c Ratio	0.68	0.14	0.60	0.16	0.47	0.60	
Control Delay	43.9	2.8	14.8	2.5	37.3	12.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.9	2.8	14.8	2.5	37.3	12.4	
LOS	D	A	B	A	D	B	
Approach Delay		16.8	13.4		23.3		
Approach LOS		B	B		C		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	162	314	0	983	121	144	185
Future Volume (veh/h)	162	314	0	983	121	144	185
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	193	374		1170	98	171	152
Peak Hour Factor	0.84	0.84		0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	233	2673		2004	876	416	191
Arrive On Green	0.13	0.75		0.56	0.56	0.12	0.12
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	193	374		1170	98	171	152
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	8.5	2.3		17.1	2.4	3.7	7.5
Cycle Q Clear(g_c), s	8.5	2.3		17.1	2.4	3.7	7.5
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	233	2673		2004	876	416	191
V/C Ratio(X)	0.83	0.14		0.58	0.11	0.41	0.80
Avail Cap(c_a), veh/h	298	2673		2004	876	523	240
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.78	0.78	1.00	1.00
Uniform Delay (d), s/veh	33.9	2.7		11.3	8.1	32.6	34.2
Incr Delay (d2), s/veh	14.2	0.1		1.0	0.2	0.2	10.8
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.4		6.0	0.7	1.5	6.9
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	48.1	2.9		12.3	8.3	32.8	45.0
LnGrp LOS	D	A		B	A	C	D
Approach Vol, veh/h		567		1268		323	
Approach Delay, s/veh		18.3		12.0		38.5	
Approach LOS		B		B		D	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		65.5		14.5	15.0	50.4	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		48.5		12.1	13.4	39.7	
Max Q Clear Time (g_c+I1), s		4.3		9.5	10.5	19.1	
Green Ext Time (p_c), s		1.5		0.2	0.1	6.0	

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

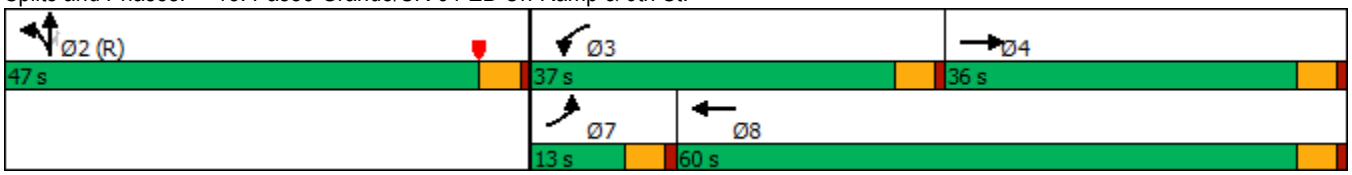
Notes

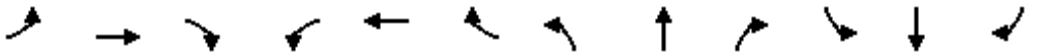
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	92	245	241	775	290	278	218
Future Volume (vph)	92	245	241	775	290	278	218
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	13.0	36.0	37.0	60.0	47.0	47.0	47.0
Total Split (%)	10.8%	30.0%	30.8%	50.0%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	8.3	21.1	22.4	35.2	62.7	62.7	62.7
Actuated g/C Ratio	0.07	0.18	0.19	0.29	0.52	0.52	0.52
v/c Ratio	0.83	0.62	0.80	0.66	0.33	0.37	0.26
Control Delay	102.0	41.5	64.4	37.5	20.2	20.7	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.0	41.5	64.4	37.5	20.2	20.7	3.5
LOS	F	D	E	D	C	C	A
Approach Delay		53.6		43.2		15.8	
Approach LOS		D		D		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 36.2	Intersection LOS: D
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	245	122	241	775	117	290	278	218	0	0	0
Future Volume (veh/h)	92	245	122	241	775	117	290	278	218	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	101	269	96	265	852	95	312	315	131			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	125	388	135	294	1145	127	1014	1064	890			
Arrive On Green	0.07	0.15	0.15	0.17	0.25	0.25	0.57	0.57	0.57			
Sat Flow, veh/h	1781	2570	893	1781	4654	516	1781	1870	1565			
Grp Volume(v), veh/h	101	184	181	265	622	325	312	315	131			
Grp Sat Flow(s),veh/h/ln	1781	1777	1685	1781	1702	1766	1781	1870	1565			
Q Serve(g_s), s	6.7	11.8	12.3	17.5	20.2	20.4	11.0	10.5	4.7			
Cycle Q Clear(g_c), s	6.7	11.8	12.3	17.5	20.2	20.4	11.0	10.5	4.7			
Prop In Lane	1.00		0.53	1.00		0.29	1.00		1.00			
Lane Grp Cap(c), veh/h	125	268	254	294	837	434	1014	1064	890			
V/C Ratio(X)	0.81	0.69	0.71	0.90	0.74	0.75	0.31	0.30	0.15			
Avail Cap(c_a), veh/h	125	465	441	481	1572	815	1014	1064	890			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.98	0.69	0.69	0.69	1.00	1.00	1.00			
Uniform Delay (d), s/veh	55.0	48.2	48.5	49.1	41.7	41.8	13.5	13.4	12.2			
Incr Delay (d2), s/veh	29.2	3.0	3.6	5.9	0.9	1.8	0.8	0.7	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			
%ile BackOfQ(50%),veh/ln	4.0	5.4	5.4	8.2	8.5	9.0	4.7	4.6	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.2	51.3	52.1	55.0	42.7	43.6	14.3	14.1	12.5			
LnGrp LOS	F	D	D	E	D	D	B	B	B			
Approach Vol, veh/h		466			1212			758				
Approach Delay, s/veh		58.7			45.6			13.9				
Approach LOS		E			D			B				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		72.9	24.4	22.7			13.0	34.1				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		42.4	32.4	31.4			8.4	55.4				
Max Q Clear Time (g_c+I1), s		13.0	19.5	14.3			8.7	22.4				
Green Ext Time (p_c), s		2.0	0.3	1.9			0.0	7.1				

Intersection Summary												
HCM 6th Ctrl Delay			38.3									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	127	10	42	649	176	184
Future Vol, veh/h	127	10	42	649	176	184
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	11	45	698	189	198
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	11.6	17.5	10.6
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	16%	0%	93%	0%	0%
Vol Thru, %	84%	100%	0%	100%	0%
Vol Right, %	0%	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	258	433	137	176	184
LT Vol	42	0	127	0	0
Through Vol	216	433	0	176	0
RT Vol	0	0	10	0	184
Lane Flow Rate	278	465	147	189	198
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.431	0.711	0.26	0.311	0.286
Departure Headway (Hd)	5.585	5.503	6.352	5.91	5.201
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	650	661	566	609	690
Service Time	3.285	3.203	4.385	3.642	2.934
HCM Lane V/C Ratio	0.428	0.703	0.26	0.31	0.287
HCM Control Delay	12.4	20.6	11.6	11.3	10
HCM Lane LOS	B	C	B	B	A
HCM 95th-tile Q	2.2	5.9	1	1.3	1.2

Intersection	
Intersection Delay, s/veh	29.7
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	26	8	43	54	128	4	525	25	9	169	8
Future Vol, veh/h	39	26	8	43	54	128	4	525	25	9	169	8
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	30	9	49	61	145	5	597	28	10	192	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	14	44.3	12.5
HCM LOS	B	B	E	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	53%	19%	5%
Vol Thru, %	95%	36%	24%	91%
Vol Right, %	5%	11%	57%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	554	73	225	186
LT Vol	4	39	43	9
Through Vol	525	26	54	169
RT Vol	25	8	128	8
Lane Flow Rate	630	83	256	211
Geometry Grp	1	1	1	1
Degree of Util (X)	0.937	0.162	0.441	0.359
Departure Headway (Hd)	5.359	7.019	6.211	6.115
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	513	583	590
Service Time	3.459	5.044	4.211	4.142
HCM Lane V/C Ratio	0.945	0.162	0.439	0.358
HCM Control Delay	44.3	11.4	14	12.5
HCM Lane LOS	E	B	B	B
HCM 95th-tile Q	12.8	0.6	2.2	1.6

Intersection	
Intersection Delay, s/veh	72.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	14	41	174	53	312	31	258	117	49	174	2
Future Vol, veh/h	2	14	41	174	53	312	31	258	117	49	174	2
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	17	50	212	65	380	38	315	143	60	212	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.8	119.6	46.4	20.2
HCM LOS	B	F	E	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	22%
Vol Thru, %	64%	25%	10%	77%
Vol Right, %	29%	72%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	57	539	225
LT Vol	31	2	174	49
Through Vol	258	14	53	174
RT Vol	117	41	312	2
Lane Flow Rate	495	70	657	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.903	0.151	1.176	0.552
Departure Headway (Hd)	7.124	8.288	6.44	7.882
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	515	435	565	461
Service Time	5.124	6.288	4.446	5.882
HCM Lane V/C Ratio	0.961	0.161	1.163	0.594
HCM Control Delay	46.4	12.8	119.6	20.2
HCM Lane LOS	E	B	F	C
HCM 95th-tile Q	10.4	0.5	23	3.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	6	2	389	380	9
Future Vol, veh/h	18	6	2	389	380	9
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	3	540	528	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1108	562	568	0	-	0
Stage 1	562	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	232	526	1004	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	512	978	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	978	-	384	-	-
HCM Lane V/C Ratio	0.003	-	0.087	-	-
HCM Control Delay (s)	8.7	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	1	0	4	2	373	0	2	377	7
Future Vol, veh/h	14	0	4	1	0	4	2	373	0	2	377	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	4	1	0	4	2	405	0	2	410	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	829	827	414	829	831	405	418	0	0	405	0	0
Stage 1	418	418	-	409	409	-	-	-	-	-	-	-
Stage 2	411	409	-	420	422	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	290	307	638	290	305	646	1141	-	-	1154	-	-
Stage 1	612	591	-	619	596	-	-	-	-	-	-	-
Stage 2	618	596	-	611	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	287	306	638	287	304	646	1141	-	-	1154	-	-
Mov Cap-2 Maneuver	287	306	-	287	304	-	-	-	-	-	-	-
Stage 1	611	590	-	618	595	-	-	-	-	-	-	-
Stage 2	613	595	-	606	587	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	12	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1141	-	-	327	517	1154	-	-
HCM Lane V/C Ratio	0.002	-	-	0.06	0.011	0.002	-	-
HCM Control Delay (s)	8.2	0	-	16.7	12	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Intersection Delay, s/veh	65.8
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	82	179	350	301	82
Future Vol, veh/h	26	82	179	350	301	82
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	121	263	515	443	121
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	12.3	104.5	27.4
HCM LOS	B	F	D

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	34%	24%	0%
Vol Thru, %	66%	0%	79%
Vol Right, %	0%	76%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	529	108	383
LT Vol	179	26	0
Through Vol	350	0	301
RT Vol	0	82	82
Lane Flow Rate	778	159	563
Geometry Grp	1	1	1
Degree of Util (X)	1.15	0.278	0.809
Departure Headway (Hd)	5.321	6.705	5.446
Convergence, Y/N	Yes	Yes	Yes
Cap	685	540	670
Service Time	3.321	4.705	3.446
HCM Lane V/C Ratio	1.136	0.294	0.84
HCM Control Delay	104.5	12.3	27.4
HCM Lane LOS	F	B	D
HCM 95th-tile Q	24.6	1.1	8.3

Intersection	
Intersection Delay, s/veh	59.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	119	0	244	0	266	101	181	139	0
Future Vol, veh/h	0	0	0	119	0	244	0	266	101	181	139	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	183	0	375	0	409	155	278	214	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

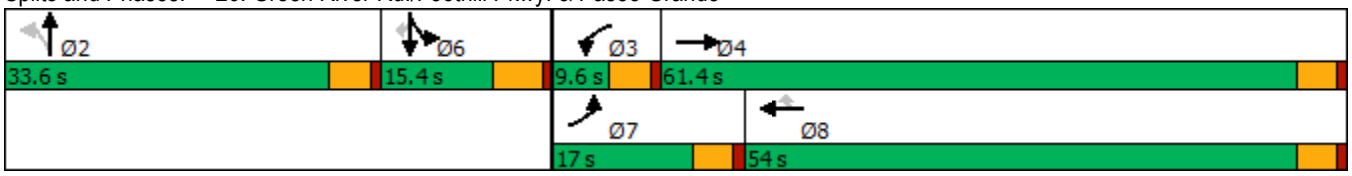
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	0	23.1	40.8	123.6
HCM LOS	-	C	E	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	57%
Vol Thru, %	100%	0%	100%	0%	100%	0%	43%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	101	0	119	0	244	320
LT Vol	0	0	0	119	0	0	181
Through Vol	266	0	0	0	0	0	139
RT Vol	0	101	0	0	0	244	0
Lane Flow Rate	409	155	0	183	0	375	492
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	0.901	0.312	0	0.41	0	0.716	1.162
Departure Headway (Hd)	8.349	7.626	10.721	8.455	7.938	7.215	8.494
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	474	0	428	0	503	433
Service Time	6.049	5.326	8.421	6.155	5.638	4.915	6.194
HCM Lane V/C Ratio	0.934	0.327	0	0.428	0	0.746	1.136
HCM Control Delay	51.1	13.7	13.4	16.9	10.6	26.1	123.6
HCM Lane LOS	F	B	N	C	N	D	F
HCM 95th-tile Q	9.7	1.3	0	2	0	5.7	18.5

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	226	264	1	1148	60	1	34	0	215
Future Volume (vph)	226	264	1	1148	60	1	34	0	215
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8		2	6	6	
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	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	21.7	9.6	32.7	32.7	31.7	15.4	15.4	15.4
Total Split (s)	17.0	61.4	9.6	54.0	54.0	33.6	15.4	15.4	15.4
Total Split (%)	14.2%	51.2%	8.0%	45.0%	45.0%	28.0%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.4	4.4	4.4
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.6	53.0	5.3	38.8	38.8	12.9	10.6	10.6	10.6
Actuated g/C Ratio	0.13	0.66	0.07	0.49	0.49	0.16	0.13	0.13	0.13
v/c Ratio	0.56	0.13	0.01	0.75	0.08	0.00	0.16	0.20	0.20
Control Delay	41.1	7.6	47.0	21.6	0.2	33.0	40.6	0.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	7.6	47.0	21.6	0.2	33.0	40.6	0.7	0.7
LOS	D	A	D	C	A	C	D	A	A
Approach Delay		23.0		20.6		33.0		6.1	
Approach LOS		C		C		C		A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 79.8		
Natural Cycle: 100		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.75		
Intersection Signal Delay: 19.3	Intersection LOS: B	
Intersection Capacity Utilization 61.3%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	264	1	1	1148	60	0	1	0	34	0	215
Future Volume (veh/h)	226	264	1	1	1148	60	0	1	0	34	0	215
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	297	1	1	1290	52	0	1	0	38	0	81
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	2140	7	3	1734	773	0	5	0	230	0	409
Arrive On Green	0.10	0.59	0.59	0.00	0.49	0.49	0.00	0.00	0.00	0.13	0.00	0.13
Sat Flow, veh/h	3456	3633	12	1781	3554	1585	0	1870	0	1781	0	3170
Grp Volume(v), veh/h	254	145	153	1	1290	52	0	1	0	38	0	81
Grp Sat Flow(s),veh/h/ln	1728	1777	1868	1781	1777	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	5.0	2.6	2.6	0.0	20.4	1.2	0.0	0.0	0.0	1.3	0.0	1.6
Cycle Q Clear(g_c), s	5.0	2.6	2.6	0.0	20.4	1.2	0.0	0.0	0.0	1.3	0.0	1.6
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	1046	1100	3	1734	773	0	5	0	230	0	409
V/C Ratio(X)	0.72	0.14	0.14	0.39	0.74	0.07	0.00	0.19	0.00	0.17	0.00	0.20
Avail Cap(c_a), veh/h	614	1443	1517	128	2510	1119	0	774	0	255	0	454
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	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	6.4	6.4	34.8	14.4	9.5	0.0	34.7	0.0	27.1	0.0	27.2
Incr Delay (d2), s/veh	1.0	0.1	0.1	32.6	0.7	0.0	0.0	17.4	0.0	0.3	0.0	0.2
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	2.0	0.8	0.9	0.0	7.3	0.4	0.0	0.0	0.0	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	6.5	6.5	67.4	15.1	9.5	0.0	52.1	0.0	27.4	0.0	27.4
LnGrp LOS	C	A	A	E	B	A	A	D	A	C	A	C
Approach Vol, veh/h		552			1343			1			119	
Approach Delay, s/veh		17.9			14.9			52.1			27.4	
Approach LOS		B			B			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.7	45.8		14.4	11.8	38.8				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 29	5.0	* 57		10.0	12.4	* 49				
Max Q Clear Time (g_c+I1), s		2.0	2.0	4.6		3.6	7.0	22.4				
Green Ext Time (p_c), s		0.0	0.0	1.9		0.2	0.2	11.7				

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

Notes

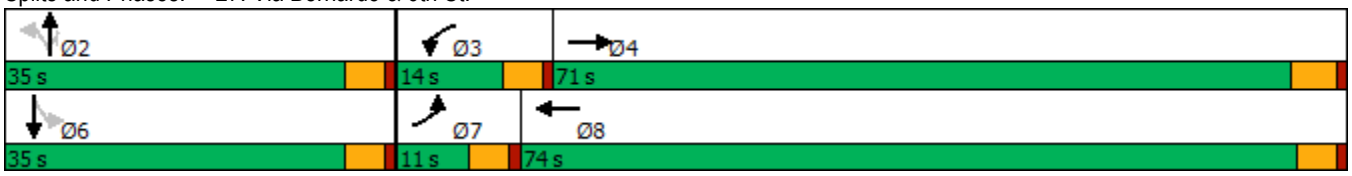
User approved volume balancing among the lanes for turning movement.

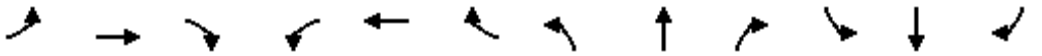
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	2	381	38	1185	51	0	39	
Future Volume (vph)	2	381	38	1185	51	0	39	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	11.0	71.0	14.0	74.0	35.0	35.0	35.0	35.0
Total Split (%)	9.2%	59.2%	11.7%	61.7%	29.2%	29.2%	29.2%	29%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.6	27.6	6.9	33.7		13.0	13.0	
Actuated g/C Ratio	0.10	0.47	0.12	0.58		0.22	0.22	
v/c Ratio	0.01	0.28	0.21	0.67		0.19	0.11	
Control Delay	36.5	10.7	33.1	10.9		24.5	6.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	36.5	10.7	33.1	10.9		24.5	6.4	
LOS	D	B	C	B		C	A	
Approach Delay		10.8		11.6		16.6		
Approach LOS		B		B		B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 58.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	381	26	38	1185	0	51	0	39	0	0	0
Future Volume (veh/h)	2	381	26	38	1185	0	51	0	39	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	438	28	44	1362	0	59	0	16	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1799	115	78	2032	0	374	0	277	0	327	0
Arrive On Green	0.00	0.53	0.53	0.04	0.57	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	3390	216	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	2	229	237	44	1362	0	59	0	16	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1829	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.1	4.0	4.0	1.4	15.2	0.0	2.0	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	4.0	4.0	1.4	15.2	0.0	2.0	0.0	0.5	0.0	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	5	943	970	78	2032	0	374	0	277	0	327	0
V/C Ratio(X)	0.41	0.24	0.24	0.56	0.67	0.00	0.16	0.00	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	203	2050	2110	296	4311	0	878	0	841	0	992	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	28.4	7.2	7.2	26.8	8.5	0.0	20.3	0.0	19.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.3	0.1	0.1	2.3	0.4	0.0	0.2	0.0	0.1	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	1.2	1.2	0.6	4.4	0.0	0.6	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	7.4	7.4	29.1	8.9	0.0	20.5	0.0	19.7	0.0	0.0	0.0
LnGrp LOS	D	A	A	C	A	A	C	A	B	A	A	A
Approach Vol, veh/h		468			1406			75			0	
Approach Delay, s/veh		7.5			9.5			20.3			0.0	
Approach LOS		A			A			C				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.7	7.0	35.4		14.7	4.7	37.8				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 30	9.5	65.9		* 30	6.5	* 69				
Max Q Clear Time (g_c+I1), s		4.0	3.4	6.0		0.0	2.1	17.2				
Green Ext Time (p_c), s		0.3	0.0	2.9		0.0	0.0	15.5				

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	56	1	10	163	16	23	30	69	9	12	22
Future Vol, veh/h	10	56	1	10	163	16	23	30	69	9	12	22
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	70	1	13	204	20	29	38	86	11	15	28
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.5	9.9	8.6	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	15%	6%	0%	21%
Vol Thru, %	25%	84%	94%	0%	28%
Vol Right, %	57%	1%	0%	100%	51%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	67	173	16	43
LT Vol	23	10	10	0	9
Through Vol	30	56	163	0	12
RT Vol	69	1	0	16	22
Lane Flow Rate	152	84	216	20	54
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.19	0.112	0.307	0.024	0.069
Departure Headway (Hd)	4.496	4.824	5.111	4.378	4.652
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	798	741	703	816	769
Service Time	2.524	2.865	2.846	2.113	2.689
HCM Lane V/C Ratio	0.19	0.113	0.307	0.025	0.07
HCM Control Delay	8.6	8.5	10.1	7.2	8
HCM Lane LOS	A	A	B	A	A
HCM 95th-tile Q	0.7	0.4	1.3	0.1	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	168	518	102	12	14
Future Vol, veh/h	12	168	518	102	12	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	205	632	124	15	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	756	0	-	0	929	694
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	855	-	-	-	297	443
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	855	-	-	-	291	443
Mov Cap-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	855	-	-	-	357
HCM Lane V/C Ratio	0.017	-	-	-	0.089
HCM Control Delay (s)	9.3	0	-	-	16.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	22	26	484	37	63
Future Vol, veh/h	263	22	26	484	37	63
Conflicting Peds, #/hr	0	7	0	0	0	31
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	25	30	550	42	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	331	0	654	200
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1225	-	400	808
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	383	779
Mov Cap-2 Maneuver	-	-	-	-	383	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	673	-

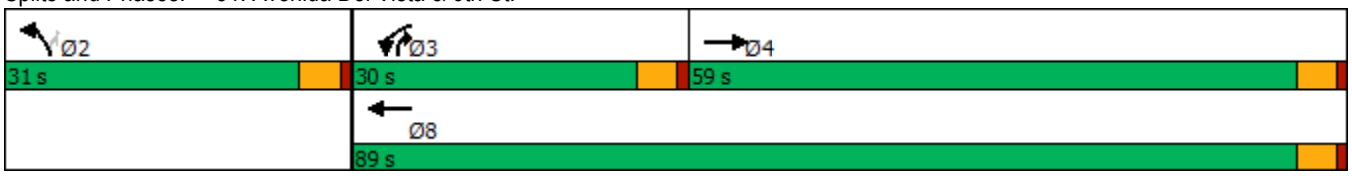
Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	563	-	-	1217	-
HCM Lane V/C Ratio	0.202	-	-	0.024	-
HCM Control Delay (s)	13	-	-	8	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	451	121	1052	155	164
Future Volume (vph)	451	121	1052	155	164
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	14.4	8.6	27.9	12.2	25.8
Actuated g/C Ratio	0.29	0.17	0.56	0.24	0.52
v/c Ratio	0.53	0.44	0.59	0.20	0.20
Control Delay	17.6	25.5	9.1	16.8	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.6	25.5	9.1	16.8	2.0
LOS	B	C	A	B	A
Approach Delay	17.6		10.7	9.2	
Approach LOS	B		B	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 45.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	451	34	121	1052	155	164
Future Volume (veh/h)	451	34	121	1052	155	164
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	501	38	134	1169	172	182
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1162	88	176	1965	791	519
Arrive On Green	0.35	0.35	0.10	0.55	0.23	0.23
Sat Flow, veh/h	3437	253	1781	3647	3456	1585
Grp Volume(v), veh/h	266	273	134	1169	172	182
Grp Sat Flow(s),veh/h/ln	1777	1820	1781	1777	1728	1585
Q Serve(g_s), s	4.9	5.0	3.2	9.4	1.7	3.8
Cycle Q Clear(g_c), s	4.9	5.0	3.2	9.4	1.7	3.8
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	618	633	176	1965	791	519
V/C Ratio(X)	0.43	0.43	0.76	0.59	0.22	0.35
Avail Cap(c_a), veh/h	2240	2293	1050	6954	2110	1124
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	10.8	10.8	18.9	6.4	13.5	11.0
Incr Delay (d2), s/veh	0.5	0.5	2.6	0.3	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	1.3	2.2	0.6	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.3	11.3	21.5	6.7	13.6	11.4
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	539			1303	354	
Approach Delay, s/veh	11.3			8.2	12.5	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.6	8.8	19.7		28.5
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		5.8	5.2	7.0		11.4
Green Ext Time (p_c), s		1.2	0.2	3.7		12.4

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	92	35	52	145	130	13	135	24	51	120	32
Future Vol, veh/h	62	92	35	52	145	130	13	135	24	51	120	32
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	115	44	65	181	163	16	169	30	64	150	40
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

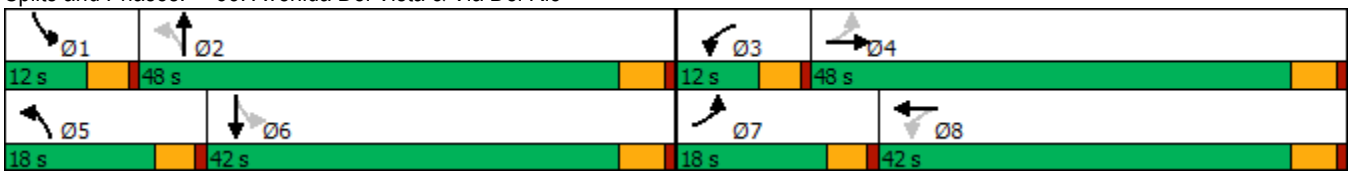
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	13.2	16.8	13.7	12.9
HCM LOS	B	C	B	B

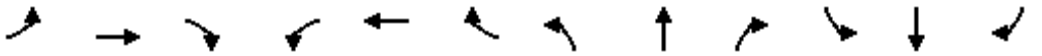
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	40%	0%	100%	0%	100%	0%
Vol Thru, %	0%	85%	60%	0%	0%	53%	0%	79%
Vol Right, %	0%	15%	0%	100%	0%	47%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	159	154	35	52	275	51	152
LT Vol	13	0	62	0	52	0	51	0
Through Vol	0	135	92	0	0	145	0	120
RT Vol	0	24	0	35	0	130	0	32
Lane Flow Rate	16	199	192	44	65	344	64	190
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.034	0.384	0.378	0.075	0.129	0.599	0.133	0.361
Departure Headway (Hd)	7.577	6.958	7.07	6.149	7.121	6.275	7.507	6.846
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	517	508	582	506	578	477	524
Service Time	5.323	4.704	4.811	3.89	4.821	3.975	5.253	4.591
HCM Lane V/C Ratio	0.034	0.385	0.378	0.076	0.128	0.595	0.134	0.363
HCM Control Delay	10.6	14	14.1	9.4	10.9	17.9	11.4	13.4
HCM Lane LOS	B	B	B	A	B	C	B	B
HCM 95th-tile Q	0.1	1.8	1.7	0.2	0.4	3.9	0.5	1.6

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	82	204	15	450	106	79	19	32
Future Volume (vph)	82	204	15	450	106	79	19	32
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	18.0	48.0	12.0	42.0	18.0	48.0	12.0	42.0
Total Split (%)	15.0%	40.0%	10.0%	35.0%	15.0%	40.0%	10.0%	35.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	27.7	25.7	21.5	17.0	26.9	22.9	18.5	12.3
Actuated g/C Ratio	0.43	0.40	0.33	0.26	0.42	0.36	0.29	0.19
v/c Ratio	0.28	0.20	0.05	0.63	0.31	0.24	0.06	0.53
Control Delay	13.3	13.8	12.1	25.8	16.4	18.1	14.9	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	13.8	12.1	25.8	16.4	18.1	14.9	11.4
LOS	B	B	B	C	B	B	B	B
Approach Delay		13.6		25.3		17.3		11.7
Approach LOS		B		C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 64.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	204	17	15	450	17	106	79	42	19	32	171
Future Volume (veh/h)	82	204	17	15	450	17	106	79	42	19	32	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.99	0.99		0.92	0.99		0.99	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	255	15	19	562	19	132	99	36	24	40	113
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	1084	63	464	937	32	443	350	127	443	92	259
Arrive On Green	0.07	0.32	0.32	0.02	0.27	0.27	0.08	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	1781	3409	199	1781	3496	118	1781	1305	475	1781	427	1207
Grp Volume(v), veh/h	102	132	138	19	285	296	132	0	135	24	0	153
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1837	1781	0	1780	1781	0	1635
Q Serve(g_s), s	2.1	2.9	3.0	0.4	7.5	7.5	3.0	0.0	3.2	0.6	0.0	4.3
Cycle Q Clear(g_c), s	2.1	2.9	3.0	0.4	7.5	7.5	3.0	0.0	3.2	0.6	0.0	4.3
Prop In Lane	1.00		0.11	1.00		0.06	1.00		0.27	1.00		0.74
Lane Grp Cap(c), veh/h	368	565	582	464	476	492	443	0	477	443	0	350
V/C Ratio(X)	0.28	0.23	0.24	0.04	0.60	0.60	0.30	0.00	0.28	0.05	0.00	0.44
Avail Cap(c_a), veh/h	685	1427	1471	670	1227	1269	744	0	1429	640	0	1129
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	1.00
Uniform Delay (d), s/veh	12.9	13.4	13.4	13.6	17.1	17.1	14.3	0.0	15.5	15.5	0.0	18.2
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.0	1.2	1.2	0.1	0.0	0.3	0.0	0.0	0.9
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	1.0	1.1	0.1	2.8	2.9	1.0	0.0	1.2	0.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	13.6	13.6	13.6	18.3	18.2	14.5	0.0	15.8	15.6	0.0	19.1
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		372			600			267			177	
Approach Delay, s/veh		13.5			18.1			15.1			18.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	19.4	5.8	22.1	9.0	16.5	8.5	19.4
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	7.4	42.9	7.4	42.9	13.4	36.9	13.4	36.9
Max Q Clear Time (g_c+I1), s	2.6	5.2	2.4	5.0	5.0	6.3	4.1	9.5
Green Ext Time (p_c), s	0.0	0.8	0.0	1.6	0.1	0.9	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	170	6	23	209	62	12	36	16	62	15	17
Future Vol, veh/h	19	170	6	23	209	62	12	36	16	62	15	17
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	189	7	26	232	69	13	40	18	69	17	19
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

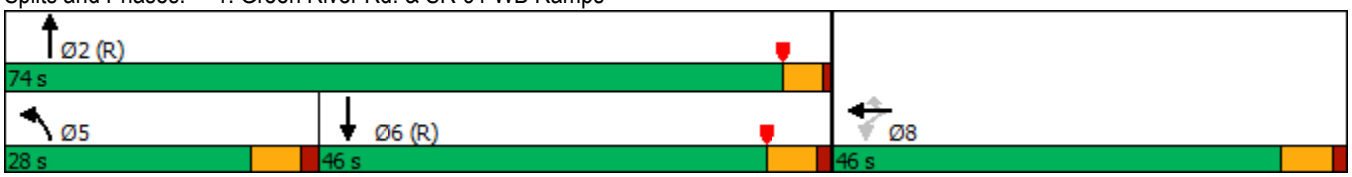
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10.5	10.5	9	9.4
HCM LOS	B	B	A	A

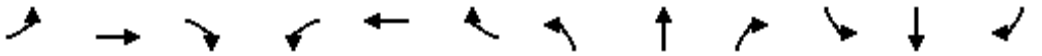
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	10%	0%	10%	0%	66%
Vol Thru, %	56%	90%	0%	90%	0%	16%
Vol Right, %	25%	0%	100%	0%	100%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	189	6	232	62	94
LT Vol	12	19	0	23	0	62
Through Vol	36	170	0	209	0	15
RT Vol	16	0	6	0	62	17
Lane Flow Rate	71	210	7	258	69	104
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.104	0.313	0.009	0.377	0.086	0.156
Departure Headway (Hd)	5.29	5.365	4.608	5.26	4.505	5.367
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	671	666	770	681	789	663
Service Time	3.374	3.132	2.375	3.022	2.267	3.443
HCM Lane V/C Ratio	0.106	0.315	0.009	0.379	0.087	0.157
HCM Control Delay	9	10.6	7.4	11.2	7.7	9.4
HCM Lane LOS	A	B	A	B	A	A
HCM 95th-tile Q	0.3	1.3	0	1.8	0.3	0.6

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	249	21	199	329	259	280
Future Volume (vph)	249	21	199	329	259	280
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	46.0	46.0	46.0	28.0	74.0	46.0
Total Split (%)	38.3%	38.3%	38.3%	23.3%	61.7%	38.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	17.1	17.1	17.1	13.1	92.3	71.8
Actuated g/C Ratio	0.14	0.14	0.14	0.11	0.77	0.60
v/c Ratio	0.62	0.62	0.53	0.67	0.20	0.22
Control Delay	58.4	58.3	10.3	44.8	11.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	58.3	10.3	44.8	11.6	10.7
LOS	E	E	B	D	B	B
Approach Delay		38.0			30.2	10.7
Approach LOS		D			C	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	249	21	199	329	259	0	0	280	136
Future Volume (veh/h)	0	0	0	249	21	199	329	259	0	0	280	136
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				290	0	115	362	285	0	0	308	79
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				384	0	171	458	1482	0	0	1830	462
Arrive On Green				0.11	0.00	0.11	0.15	1.00	0.00	0.00	0.65	0.65
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2904	709
Grp Volume(v), veh/h				290	0	115	362	285	0	0	193	194
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1743
Q Serve(g_s), s				9.5	0.0	8.4	8.3	0.0	0.0	0.0	5.1	5.2
Cycle Q Clear(g_c), s				9.5	0.0	8.4	8.3	0.0	0.0	0.0	5.1	5.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.41
Lane Grp Cap(c), veh/h				384	0	171	458	1482	0	0	1157	1135
V/C Ratio(X)				0.76	0.00	0.67	0.79	0.19	0.00	0.00	0.17	0.17
Avail Cap(c_a), veh/h				1188	0	528	921	1482	0	0	1157	1135
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.88	0.88	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				52.0	0.0	51.5	49.8	0.0	0.0	0.0	8.2	8.2
Incr Delay (d2), s/veh				3.1	0.0	4.6	1.0	0.3	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				4.4	0.0	3.5	3.4	0.1	0.0	0.0	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.1	0.0	56.1	50.8	0.3	0.0	0.0	8.5	8.5
LnGrp LOS				E	A	E	D	A	A	A	A	A
Approach Vol, veh/h					405			647			387	
Approach Delay, s/veh					55.4			28.5			8.5	
Approach LOS					E			C			A	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	101.1		16.9	84.1		18.9						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 69		22.0	40.0		40.0						
Max Q Clear Time (g_c+I1), s	2.0		10.3	7.2		11.5						
Green Ext Time (p_c), s	1.9		0.6	2.5		1.4						

Intersection Summary		
HCM 6th Ctrl Delay	30.7	
HCM 6th LOS	C	

Notes

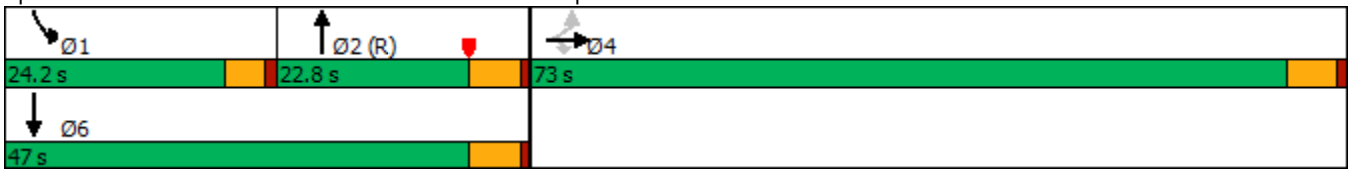
User approved volume balancing among the lanes for turning movement.

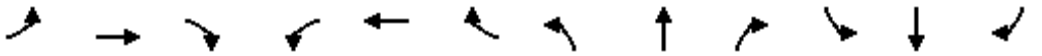
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	3	1530	412	170	359
Future Volume (vph)	3	1530	412	170	359
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	73.0	73.0	22.8	24.2	47.0
Total Split (%)	60.8%	60.8%	19.0%	20.2%	39.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	Max
Act Effct Green (s)	64.6	64.6	23.7	16.2	44.4
Actuated g/C Ratio	0.54	0.54	0.20	0.14	0.37
v/c Ratio	0.19	0.89	0.48	0.72	0.28
Control Delay	14.2	24.0	44.5	64.8	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	24.0	44.5	64.8	36.8
LOS	B	C	D	E	D
Approach Delay	23.0		44.5		45.8
Approach LOS	C		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	3	1530	0	0	0	0	412	58	170	359	0
Future Volume (veh/h)	175	3	1530	0	0	0	0	412	58	170	359	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	177	3	1085				0	416	32	172	363	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	758	13	1206				0	1575	120	201	1692	0
Arrive On Green	0.43	0.43	0.43				0.00	0.33	0.33	0.11	0.48	0.00
Sat Flow, veh/h	1753	30	2790				0	5009	368	1781	3647	0
Grp Volume(v), veh/h	180	0	1085				0	291	157	172	363	0
Grp Sat Flow(s),veh/h/ln	1783	0	1395				0	1702	1804	1781	1777	0
Q Serve(g_s), s	7.7	0.0	43.4				0.0	7.6	7.7	11.4	7.2	0.0
Cycle Q Clear(g_c), s	7.7	0.0	43.4				0.0	7.6	7.7	11.4	7.2	0.0
Prop In Lane	0.98		1.00				0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	771	0	1206				0	1108	587	201	1692	0
V/C Ratio(X)	0.23	0.00	0.90				0.00	0.26	0.27	0.85	0.21	0.00
Avail Cap(c_a), veh/h	1003	0	1569				0	1108	587	292	1692	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	0.96	0.96	0.00
Uniform Delay (d), s/veh	21.5	0.0	31.6				0.0	29.9	29.9	52.3	18.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	6.1				0.0	0.6	1.1	14.6	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	3.2	0.0	15.3				0.0	3.2	3.6	5.9	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	37.7				0.0	30.4	31.0	66.9	18.6	0.0
LnGrp LOS	C	A	D				A	C	C	E	B	A
Approach Vol, veh/h		1265						448			535	
Approach Delay, s/veh		35.4						30.6			34.1	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.1	44.6		57.4		62.6						
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5						
Max Green Setting (Gmax), s	19.7	17.3		67.5		41.5						
Max Q Clear Time (g_c+I1), s	13.4	9.7		45.4		9.2						
Green Ext Time (p_c), s	0.2	1.7		6.5		2.6						

Intersection Summary												
HCM 6th Ctrl Delay			34.2									
HCM 6th LOS			C									

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	15	68	439	160	1662
Future Volume (vph)	15	68	439	160	1662
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	37.0	37.0	48.0	35.0	83.0
Total Split (%)	30.8%	30.8%	40.0%	29.2%	69.2%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	13.1	13.1	19.8	10.6	39.0
Actuated g/C Ratio	0.25	0.25	0.38	0.20	0.74
v/c Ratio	0.03	0.16	0.25	0.46	0.45
Control Delay	19.7	7.1	14.8	26.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	7.1	14.8	26.9	6.9
LOS	B	A	B	C	A
Approach Delay	9.3		14.8		8.7
Approach LOS	A		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	68	439	18	160	1662
Future Volume (veh/h)	15	68	439	18	160	1662
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	11	453	15	165	1713
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	110	98	2215	73	216	3384
Arrive On Green	0.06	0.06	0.44	0.44	0.12	0.66
Sat Flow, veh/h	1781	1585	5245	167	1781	5274
Grp Volume(v), veh/h	15	11	303	165	165	1713
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1840	1781	1702
Q Serve(g_s), s	0.3	0.3	2.4	2.4	3.9	7.4
Cycle Q Clear(g_c), s	0.3	0.3	2.4	2.4	3.9	7.4
Prop In Lane	1.00	1.00		0.09	1.00	
Lane Grp Cap(c), veh/h	110	98	1485	803	216	3384
V/C Ratio(X)	0.14	0.11	0.20	0.21	0.77	0.51
Avail Cap(c_a), veh/h	1258	1120	3295	1781	1242	9042
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	19.3	19.3	7.6	7.6	18.6	3.7
Incr Delay (d2), s/veh	0.6	0.5	0.1	0.1	2.1	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	0.1	0.1	0.6	0.6	1.4	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	19.8	7.7	7.7	20.7	3.8
LnGrp LOS	B	B	A	A	C	A
Approach Vol, veh/h	26		468			1878
Approach Delay, s/veh	19.9		7.7			5.3
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.9	24.8			34.7	8.9
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	30.4	42.2			77.2	30.8
Max Q Clear Time (g_c+I1), s	5.9	4.4			9.4	2.3
Green Ext Time (p_c), s	0.2	2.8			19.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	0	43	47	0	40
Future Vol, veh/h	173	0	43	47	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	188	0	47	51	0	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	333	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1386	-	662	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	639	854
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	851	-

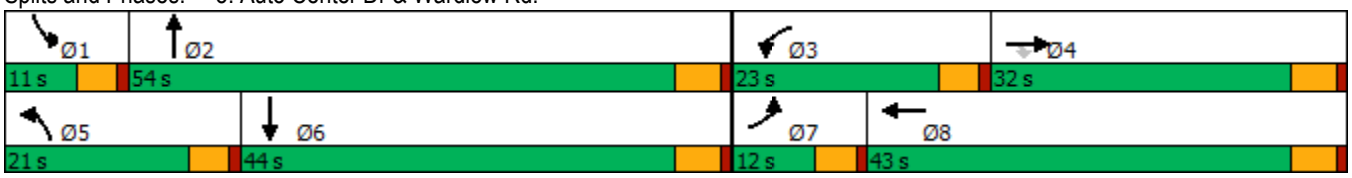
Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	9.4
HCM LOS			A

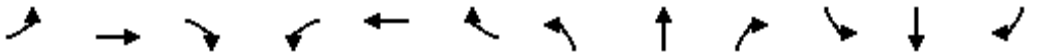
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	1386	-
HCM Lane V/C Ratio	0.051	-	-	0.034	-
HCM Control Delay (s)	9.4	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	9	102	100	2	111	409	10	626
Future Volume (vph)	22	9	102	100	2	111	409	10	626
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	12.0	32.0	32.0	23.0	43.0	21.0	54.0	11.0	44.0
Total Split (%)	10.0%	26.7%	26.7%	19.2%	35.8%	17.5%	45.0%	9.2%	36.7%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	12.5	12.5	10.4	24.0	10.7	39.1	5.6	25.0
Actuated g/C Ratio	0.08	0.16	0.16	0.13	0.30	0.14	0.49	0.07	0.32
v/c Ratio	0.19	0.04	0.30	0.51	0.03	0.55	0.31	0.10	0.70
Control Delay	45.5	34.2	2.8	44.2	15.2	45.1	13.7	45.5	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	45.5	34.2	2.8	44.2	15.2	45.1	13.9	45.5	28.4
LOS	D	C	A	D	B	D	B	D	C
Approach Delay		12.0			40.7		20.1		28.6
Approach LOS		B			D		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	9	102	100	2	12	111	409	37	10	626	30
Future Volume (veh/h)	22	9	102	100	2	12	111	409	37	10	626	30
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	11	56	119	2	6	132	487	37	12	745	32
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	269	228	155	83	248	171	1330	101	27	1099	47
Arrive On Green	0.03	0.14	0.14	0.09	0.20	0.20	0.10	0.40	0.40	0.02	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	412	1236	1781	3348	254	1781	3471	149
Grp Volume(v), veh/h	26	11	56	119	0	8	132	258	266	12	381	396
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1648	1781	1777	1825	1781	1777	1844
Q Serve(g_s), s	0.8	0.3	1.7	3.6	0.0	0.2	3.9	5.6	5.6	0.4	10.2	10.2
Cycle Q Clear(g_c), s	0.8	0.3	1.7	3.6	0.0	0.2	3.9	5.6	5.6	0.4	10.2	10.2
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.14	1.00		0.08
Lane Grp Cap(c), veh/h	53	269	228	155	0	331	171	706	725	27	563	584
V/C Ratio(X)	0.49	0.04	0.25	0.77	0.00	0.02	0.77	0.37	0.37	0.44	0.68	0.68
Avail Cap(c_a), veh/h	242	925	784	602	0	1148	537	1597	1640	210	1271	1318
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	20.1	20.7	24.3	0.0	17.5	24.0	11.6	11.6	26.6	16.2	16.2
Incr Delay (d2), s/veh	2.6	0.1	0.6	3.0	0.0	0.0	2.8	0.3	0.3	4.1	1.4	1.4
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	0.3	0.1	0.6	1.5	0.0	0.1	1.6	1.9	1.9	0.2	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	20.1	21.2	27.3	0.0	17.5	26.8	11.9	11.9	30.7	17.6	17.6
LnGrp LOS	C	C	C	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		93			127			656			789	
Approach Delay, s/veh		23.1			26.7			14.9			17.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	26.7	9.3	12.9	9.8	22.3	6.2	16.0
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	6.4	48.9	18.4	26.9	16.4	38.9	7.4	37.9
Max Q Clear Time (g_c+I1), s	2.4	7.6	5.6	3.7	5.9	12.2	2.8	2.2
Green Ext Time (p_c), s	0.0	3.3	0.1	0.2	0.1	5.1	0.0	0.0

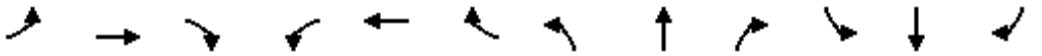
Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	302	0	69	145	488	432
Future Volume (vph)	302	0	69	145	488	432
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	21.2	21.2	21.2	20.0	58.8	38.8
Total Split (%)	26.5%	26.5%	26.5%	25.0%	73.5%	48.5%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	12.0	12.0	12.0	12.2	57.8	41.0
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.72	0.51
v/c Ratio	0.67	0.67	0.25	0.61	0.21	0.56
Control Delay	44.7	45.0	7.8	42.7	5.6	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.3
Total Delay	44.7	45.0	7.8	42.7	5.6	18.6
LOS	D	D	A	D	A	B
Approach Delay		37.9			14.1	18.6
Approach LOS		D			B	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	302	0	69	145	488	0	0	432	396
Future Volume (veh/h)	0	0	0	302	0	69	145	488	0	0	432	396
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				339	0	35	163	548	0	0	485	338
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				436	0	194	201	2666	0	0	1161	807
Arrive On Green				0.12	0.00	0.12	0.15	1.00	0.00	0.00	0.58	0.58
Sat Flow, veh/h				3563	0	1585	1781	3647	0	0	2097	1392
Grp Volume(v), veh/h				339	0	35	163	548	0	0	430	393
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1619
Q Serve(g_s), s				7.4	0.0	1.6	7.1	0.0	0.0	0.0	10.7	10.8
Cycle Q Clear(g_c), s				7.4	0.0	1.6	7.1	0.0	0.0	0.0	10.7	10.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.86
Lane Grp Cap(c), veh/h				436	0	194	201	2666	0	0	1030	938
V/C Ratio(X)				0.78	0.00	0.18	0.81	0.21	0.00	0.00	0.42	0.42
Avail Cap(c_a), veh/h				708	0	315	343	2666	0	0	1030	938
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.95	0.95	0.00	0.00	0.73	0.73
Uniform Delay (d), s/veh				34.0	0.0	31.5	33.2	0.0	0.0	0.0	9.3	9.3
Incr Delay (d2), s/veh				1.1	0.0	0.2	7.2	0.2	0.0	0.0	0.9	1.0
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				3.1	0.0	0.6	3.2	0.1	0.0	0.0	3.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				35.2	0.0	31.7	40.4	0.2	0.0	0.0	10.2	10.3
LnGrp LOS				D	A	C	D	A	A	A	B	B
Approach Vol, veh/h					374			711			823	
Approach Delay, s/veh					34.9			9.4			10.3	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	64.9		13.6	51.3		15.1						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	53.9		15.4	33.9		15.9						
Max Q Clear Time (g_c+I1), s	2.0		9.1	12.8		9.4						
Green Ext Time (p_c), s	2.5		0.2	3.4		0.4						

Intersection Summary		
HCM 6th Ctrl Delay	14.8	
HCM 6th LOS	B	

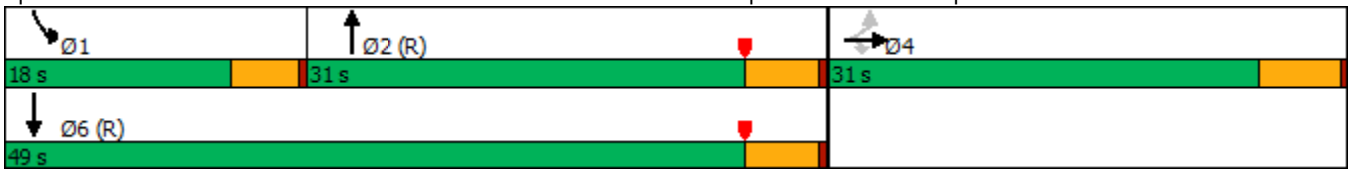
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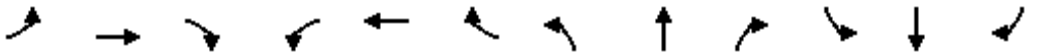
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	325	13	463	309	165	569
Future Volume (vph)	325	13	463	309	165	569
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	31.0	31.0	31.0	31.0	18.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	22.5%	61.3%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	19.3	19.3	19.3	34.0	11.9	50.5
Actuated g/C Ratio	0.24	0.24	0.24	0.42	0.15	0.63
v/c Ratio	0.45	0.45	0.88	0.29	0.68	0.28
Control Delay	27.8	27.7	30.7	9.7	34.4	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	27.7	30.7	9.7	34.4	9.7
LOS	C	C	C	A	C	A
Approach Delay		29.5		9.7		15.2
Approach LOS		C		A		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	13	463	0	0	0	0	309	264	165	569	0
Future Volume (veh/h)	325	13	463	0	0	0	0	309	264	165	569	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	363	0	244				0	336	230	179	618	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	661	0	294				0	1733	796	214	2441	0
Arrive On Green	0.19	0.00	0.19				0.00	0.51	0.51	0.24	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1563	1781	3647	0
Grp Volume(v), veh/h	363	0	244				0	336	230	179	618	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1563	1781	1777	0
Q Serve(g_s), s	7.4	0.0	11.9				0.0	4.3	6.8	7.6	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	11.9				0.0	4.3	6.8	7.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	661	0	294				0	1733	796	214	2441	0
V/C Ratio(X)	0.55	0.00	0.83				0.00	0.19	0.29	0.84	0.25	0.00
Avail Cap(c_a), veh/h	1144	0	509				0	1733	796	298	2441	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.88	0.88	0.80	0.80	0.00
Uniform Delay (d), s/veh	29.5	0.0	31.4				0.0	10.7	11.3	29.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.3				0.0	0.2	0.8	11.1	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	3.1	0.0	4.6				0.0	1.5	2.3	3.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	33.7				0.0	10.9	12.1	40.7	0.2	0.0
LnGrp LOS	C	A	C				A	B	B	D	A	A
Approach Vol, veh/h		607						566			797	
Approach Delay, s/veh		31.4						11.4			9.3	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.2	45.6		20.2		59.8
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	13.4	26.1		25.7		44.1
Max Q Clear Time (g_c+I1), s	9.6	8.8		13.9		2.0
Green Ext Time (p_c), s	0.2	2.3		1.0		2.9

Intersection Summary		
HCM 6th Ctrl Delay		16.7
HCM 6th LOS		B

Notes

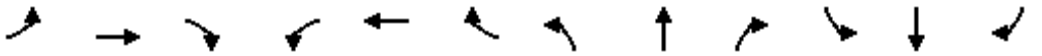
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	111	33	91	15	55	425	192	822
Future Volume (vph)	111	33	91	15	55	425	192	822
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	13.7	13.7	13.7	13.7	7.0	18.4	8.5	25.3
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.12	0.33	0.15	0.45
v/c Ratio	0.35	0.23	0.30	0.13	0.26	0.49	0.39	0.55
Control Delay	23.3	10.4	22.6	10.6	30.5	15.9	27.1	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	10.4	22.6	10.6	30.5	15.9	27.1	14.9
LOS	C	B	C	B	C	B	C	B
Approach Delay		17.2		18.2		17.3		17.2
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	33	68	91	15	37	55	425	115	192	822	19
Future Volume (veh/h)	111	33	68	91	15	37	55	425	115	192	822	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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	34	62	95	16	23	57	443	117	200	856	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	450	135	246	398	156	225	102	944	247	360	1373	32
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.06	0.34	0.34	0.10	0.39	0.39
Sat Flow, veh/h	1368	593	1081	1298	688	988	1781	2777	727	3456	3547	83
Grp Volume(v), veh/h	116	0	96	95	0	39	57	282	278	200	429	447
Grp Sat Flow(s),veh/h/ln	1368	0	1674	1298	0	1676	1781	1777	1727	1728	1777	1853
Q Serve(g_s), s	3.2	0.0	2.1	2.8	0.0	0.8	1.4	5.5	5.5	2.4	8.5	8.5
Cycle Q Clear(g_c), s	4.0	0.0	2.1	4.9	0.0	0.8	1.4	5.5	5.5	2.4	8.5	8.5
Prop In Lane	1.00		0.65	1.00		0.59	1.00		0.42	1.00		0.04
Lane Grp Cap(c), veh/h	450	0	380	398	0	381	102	604	587	360	688	717
V/C Ratio(X)	0.26	0.00	0.25	0.24	0.00	0.10	0.56	0.47	0.47	0.56	0.62	0.62
Avail Cap(c_a), veh/h	1304	0	1425	1209	0	1427	504	2024	1966	1451	2267	2364
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	13.9	15.9	0.0	13.4	20.1	11.3	11.4	18.7	10.9	10.9
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.3	0.0	0.1	1.8	0.6	0.6	0.5	0.9	0.9
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	0.9	0.0	0.7	0.8	0.0	0.3	0.5	1.7	1.7	0.9	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	14.2	16.2	0.0	13.5	21.9	11.9	12.0	19.2	11.8	11.7
LnGrp LOS	B	A	B	B	A	B	C	B	B	B	B	B
Approach Vol, veh/h		212			134			617			1076	
Approach Delay, s/veh		14.8			15.4			12.9			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	20.0		14.7	7.1	22.1		14.7				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	18.4	49.9		* 37	12.4	55.9		* 37				
Max Q Clear Time (g_c+I1), s	4.4	7.5		6.0	3.4	10.5		6.9				
Green Ext Time (p_c), s	0.3	3.7		0.9	0.0	6.4		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		13.4	
HCM 6th LOS		B	

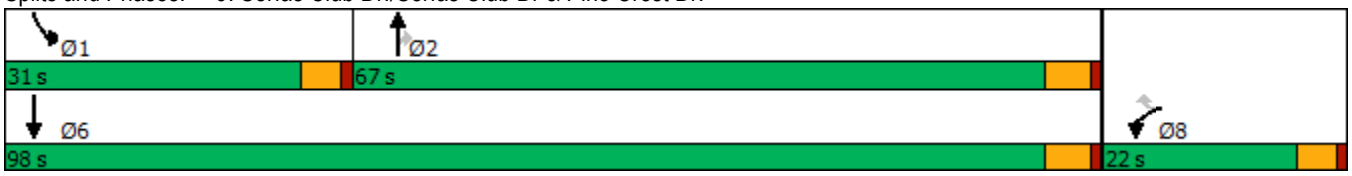
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	34	561	28	78	903
Future Volume (vph)	17	34	561	28	78	903
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	5.4	5.4	22.9	22.9	6.7	30.9
Actuated g/C Ratio	0.15	0.15	0.64	0.64	0.19	0.86
v/c Ratio	0.07	0.13	0.26	0.03	0.24	0.31
Control Delay	17.0	9.3	7.5	4.6	16.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	9.3	7.5	4.6	16.3	2.3
LOS	B	A	A	A	B	A
Approach Delay	11.9		7.3			3.4
Approach LOS	B		A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 35.9	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 5.1	Intersection LOS: A
Intersection Capacity Utilization 37.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	34	561	28	78	903
Future Volume (veh/h)	17	34	561	28	78	903
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	21	578	28	80	931
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	83	74	1273	555	147	2153
Arrive On Green	0.05	0.05	0.36	0.36	0.08	0.61
Sat Flow, veh/h	1781	1585	3647	1550	1781	3647
Grp Volume(v), veh/h	18	21	578	28	80	931
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1550	1781	1777
Q Serve(g_s), s	0.3	0.4	3.5	0.3	1.2	3.9
Cycle Q Clear(g_c), s	0.3	0.4	3.5	0.3	1.2	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	83	74	1273	555	147	2153
V/C Ratio(X)	0.22	0.28	0.45	0.05	0.54	0.43
Avail Cap(c_a), veh/h	1110	988	7880	3437	1685	11826
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.8	12.9	6.9	5.9	12.3	2.9
Incr Delay (d2), s/veh	0.5	0.8	0.3	0.0	1.2	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	0.1	0.1	0.7	0.1	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	13.6	7.1	5.9	13.4	3.1
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	39		606			1011
Approach Delay, s/veh	13.5		7.1			3.9
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	15.1			22.0	5.9
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9			92.9	17.4
Max Q Clear Time (g_c+I1), s	3.2	5.5			5.9	2.4
Green Ext Time (p_c), s	0.1	4.4			8.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	8	1	45	5	1
Future Vol, veh/h	93	8	1	45	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	101	9	1	49	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	110	0	157	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1480	-	834	948
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1480	-	833	948
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	970	-

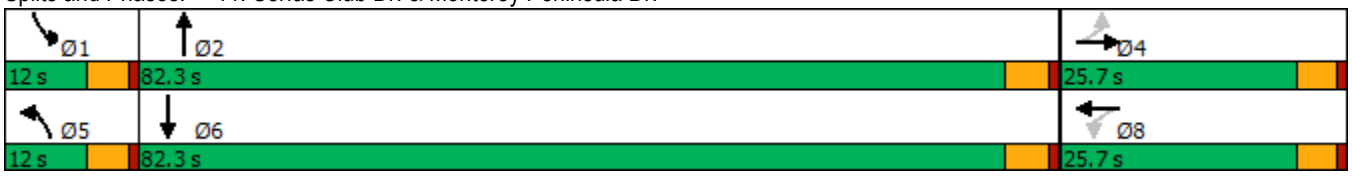
Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

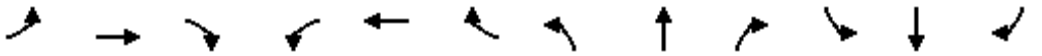
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	850	-	-	1480	-
HCM Lane V/C Ratio	0.008	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	0	2	0	14	534	29	849
Future Volume (vph)	44	0	2	0	14	534	29	849
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	25.7	25.7	25.7	25.7	12.0	82.3	12.0	82.3
Total Split (%)	21.4%	21.4%	21.4%	21.4%	10.0%	68.6%	10.0%	68.6%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		13.2		13.2	6.4	50.1	6.8	52.3
Actuated g/C Ratio		0.20		0.20	0.10	0.77	0.10	0.80
v/c Ratio		0.17		0.04	0.09	0.20	0.16	0.62
Control Delay		10.8		0.2	41.4	5.7	40.9	9.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.7
Total Delay		10.8		0.2	41.4	5.7	40.9	10.6
LOS		B		A	D	A	D	B
Approach Delay		10.8		0.2		6.7		11.6
Approach LOS		B		A		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	0	10	2	0	11	14	534	1	29	849	42
Future Volume (veh/h)	44	0	10	2	0	11	14	534	1	29	849	42
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	0	-1	2	0	1	15	556	1	30	884	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	6	0	0	0	0	33	2154	4	60	1079	48
Arrive On Green	0.10	0.00	0.00	0.10	0.00	0.10	0.02	0.59	0.59	0.03	0.61	0.61
Sat Flow, veh/h	1280	218	-33	0	0	0	1781	3639	7	1781	1778	78
Grp Volume(v), veh/h	0	0	0	3	0	0	15	271	286	30	0	923
Grp Sat Flow(s),veh/h/ln	0	0	0	0	0	0	1781	1777	1869	1781	0	1856
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	3.8	3.8	0.9	0.0	20.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	3.8	3.8	0.9	0.0	20.0
Prop In Lane	1.02		-0.02	0.67		0.33	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	0	0	0	0	0	0	33	1052	1106	60	0	1127
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.26	0.26	0.50	0.00	0.82
Avail Cap(c_a), veh/h	0	0	0	0	0	0	256	2664	2802	256	0	2783
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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	25.0	5.1	5.1	24.4	0.0	7.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.1	0.1	2.3	0.0	1.5
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	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.9	1.0	0.4	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	28.5	5.2	5.2	26.8	0.0	9.4
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		0			3			572			953	
Approach Delay, s/veh		0.0			0.0			5.8			10.0	
Approach LOS					A			A			A	

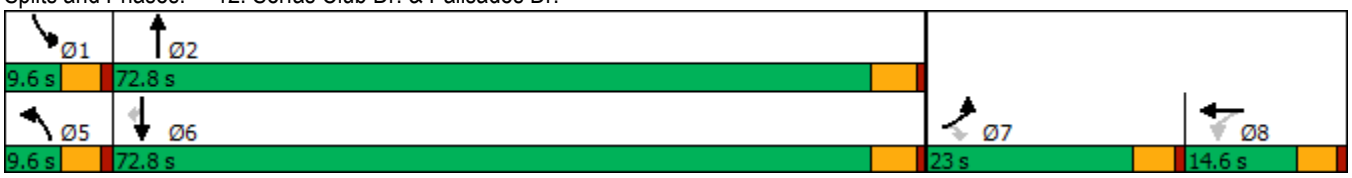
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	35.6		9.6	5.6	36.4		9.6				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	7.4	77.2		21.1	7.4	77.2		21.1				
Max Q Clear Time (g_c+I1), s	2.9	5.8		0.0	2.4	22.0		2.0				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.0	9.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	226	36	6	323	789	71		
Future Volume (vph)	226	36	6	323	789	71		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	23.0	23.0	9.6	72.8	72.8	72.8	9.6	14.6
Total Split (%)	19.2%	19.2%	8.0%	60.7%	60.7%	60.7%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	12.3	12.3	5.5	34.1	33.0	33.0		
Actuated g/C Ratio	0.22	0.22	0.10	0.60	0.58	0.58		
v/c Ratio	0.32	0.09	0.04	0.16	0.76	0.08		
Control Delay	23.7	0.4	34.2	4.8	15.0	1.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	23.7	0.4	34.2	4.8	15.0	1.2		
LOS	C	A	C	A	B	A		
Approach Delay				5.3	13.9			
Approach LOS				A	B			

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 57.1			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	0	36	0	0	0	6	323	0	0	789	71
Future Volume (veh/h)	226	0	36	0	0	0	6	323	0	0	789	71
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	0	26	0	0	0	6	336	0	0	822	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	630	0	0	0	4	0	14	2256	0	3	1011	837
Arrive On Green	0.18	0.00	0.00	0.00	0.00	0.00	0.01	0.63	0.00	0.00	0.54	0.54
Sat Flow, veh/h	3456	235		0	-86037	0	1781	3647	0	1781	1870	1549
Grp Volume(v), veh/h	235	19.4		0	0	0	6	336	0	0	822	62
Grp Sat Flow(s),veh/h/ln	1728	B		0	1870	0	1781	1777	0	1781	1870	1549
Q Serve(g_s), s	3.2			0.0	0.0	0.0	0.2	2.0	0.0	0.0	19.1	1.0
Cycle Q Clear(g_c), s	3.2			0.0	0.0	0.0	0.2	2.0	0.0	0.0	19.1	1.0
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	630			0	4	0	14	2256	0	3	1011	837
V/C Ratio(X)	0.37			0.00	0.00	0.00	0.42	0.15	0.00	0.00	0.81	0.07
Avail Cap(c_a), veh/h	1197			0	352	0	168	4531	0	168	2385	1975
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.0			0.0	0.0	0.0	26.2	3.9	0.0	0.0	10.0	5.8
Incr Delay (d2), s/veh	0.4			0.0	0.0	0.0	7.2	0.0	0.0	0.0	1.6	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
%ile BackOfQ(50%),veh/ln	1.1			0.0	0.0	0.0	0.1	0.4	0.0	0.0	5.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4			0.0	0.0	0.0	33.4	3.9	0.0	0.0	11.7	5.9
LnGrp LOS	B			A	A	A	C	A	A	A	B	A
Approach Vol, veh/h					0			342			884	
Approach Delay, s/veh					0.0			4.5			11.3	
Approach LOS								A			B	

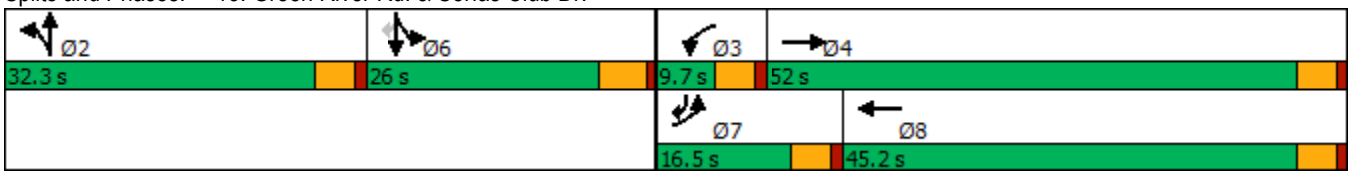
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	38.8			5.0	33.8	14.3	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	67.7			5.0	67.7	18.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	4.0			2.2	21.1	5.2	0.0				
Green Ext Time (p_c), s	0.0	2.3			0.0	7.5	0.6	0.0				

Intersection Summary			
HCM 6th Ctrl Delay		11.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	200	1291	16	477	16	405	41	244
Future Volume (vph)	200	1291	16	477	16	405	41	244
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	16.5	52.0	9.7	45.2	32.3	26.0	26.0	16.5
Total Split (%)	13.8%	43.3%	8.1%	37.7%	26.9%	21.7%	21.7%	13.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	9.9	42.6	5.7	30.5	13.5	17.5	17.5	33.2
Actuated g/C Ratio	0.12	0.51	0.07	0.36	0.16	0.21	0.21	0.40
v/c Ratio	0.51	0.75	0.13	0.49	0.13	0.66	0.65	0.32
Control Delay	45.2	23.5	52.4	22.8	30.6	45.9	45.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	23.5	52.4	22.8	30.6	45.9	45.4	4.8
LOS	D	C	D	C	C	D	D	A
Approach Delay		26.3		23.6	30.6		31.2	
Approach LOS		C		C	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 83.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1291	12	16	477	122	11	16	11	405	41	244
Future Volume (veh/h)	200	1291	12	16	477	122	11	16	11	405	41	244
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	206	1331	10	16	492	100	11	16	5	448	0	121
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	1728	13	34	1206	244	40	59	18	603	0	406
Arrive On Green	0.09	0.48	0.48	0.02	0.41	0.41	0.07	0.07	0.07	0.17	0.00	0.17
Sat Flow, veh/h	3456	3615	27	1781	2941	594	615	895	280	3563	0	1585
Grp Volume(v), veh/h	206	654	687	16	296	296	32	0	0	448	0	121
Grp Sat Flow(s),veh/h/ln	1728	1777	1865	1781	1777	1759	1789	0	0	1781	0	1585
Q Serve(g_s), s	4.1	21.8	21.8	0.6	8.5	8.5	1.2	0.0	0.0	8.6	0.0	4.4
Cycle Q Clear(g_c), s	4.1	21.8	21.8	0.6	8.5	8.5	1.2	0.0	0.0	8.6	0.0	4.4
Prop In Lane	1.00		0.01	1.00		0.34	0.34		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	300	849	892	34	729	721	118	0	0	603	0	406
V/C Ratio(X)	0.69	0.77	0.77	0.47	0.41	0.41	0.27	0.00	0.00	0.74	0.00	0.30
Avail Cap(c_a), veh/h	574	1173	1232	127	1005	994	689	0	0	1035	0	598
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	1.00
Uniform Delay (d), s/veh	31.7	15.4	15.4	34.8	15.0	15.0	31.8	0.0	0.0	28.3	0.0	21.5
Incr Delay (d2), s/veh	1.0	2.1	2.0	3.7	0.4	0.4	0.5	0.0	0.0	1.8	0.0	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	1.7	8.3	8.7	0.3	3.2	3.2	0.5	0.0	0.0	3.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	17.6	17.5	38.5	15.3	15.4	32.3	0.0	0.0	30.1	0.0	21.9
LnGrp LOS	C	B	B	D	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1547			608			32			569	
Approach Delay, s/veh		19.6			15.9			32.3			28.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.4	6.0	38.9		17.3	10.8	34.1				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 47		20.8	11.9	* 41				
Max Q Clear Time (g_c+I1), s		3.2	2.6	23.8		10.6	6.1	10.5				
Green Ext Time (p_c), s		0.1	0.0	10.4		1.6	0.2	4.0				

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	332	8	0	143	0	5
Future Vol, veh/h	332	8	0	143	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	361	9	0	155	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	361
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	684
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	684
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	684	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	100	49	2	2	2
Future Vol, veh/h	5	100	49	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	120	59	2	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	192	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	797	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	794	1005
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	894	-

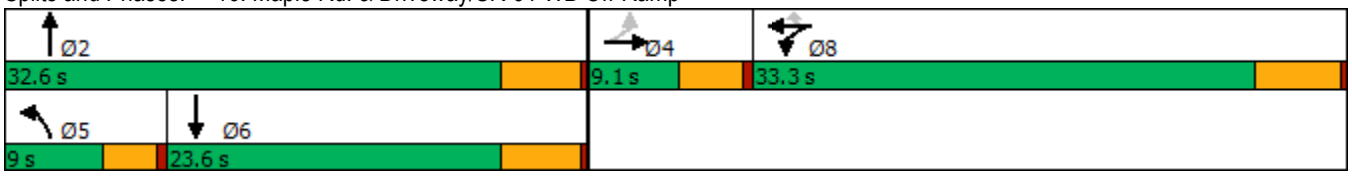
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.1
HCM LOS			A

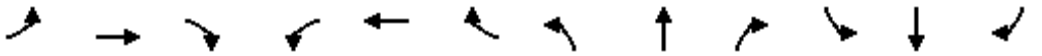
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	887
HCM Lane V/C Ratio	0.004	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	1	0	209	0	94	242	542	
Future Volume (vph)	1	0	209	0	94	242	542	
Turn Type	Perm	NA	Split	NA	Perm	NA	NA	
Protected Phases		4	8	8		2	6	5
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	2	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)	9.1	9.1	33.3	33.3	33.3	29.9	9.9	8.5
Total Split (s)	9.1	9.1	33.3	33.3	33.3	32.6	23.6	9.0
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	43.5%	31.5%	12%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	4.4	4.4	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.1	5.3	5.3	5.3	4.9	4.9	
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None
Act Effct Green (s)		5.2	10.3	10.3	10.3	31.6	31.6	
Actuated g/C Ratio		0.10	0.19	0.19	0.19	0.59	0.59	
v/c Ratio		0.02	0.36	0.37	0.26	0.13	0.29	
Control Delay		0.2	20.2	20.3	3.7	7.9	8.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		0.2	20.2	20.3	3.7	7.9	8.6	
LOS		A	C	C	A	A	A	
Approach Delay		0.2		15.1		7.9	8.6	
Approach LOS		A		B		A	A	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 53.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 35.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	5	209	0	94	0	242	0	0	542	0
Future Volume (veh/h)	1	0	5	209	0	94	0	242	0	0	542	0
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	1	0	5	235	0	57	0	272	0	0	609	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	2	0	11	399	0	178	4	2062	0	0	2062	0
Arrive On Green	0.01	0.00	0.01	0.11	0.00	0.11	0.00	0.58	0.00	0.00	0.58	0.00
Sat Flow, veh/h	269	0	1346	3563	0	1585	1781	3647	0	0	3741	0
Grp Volume(v), veh/h	6	0	0	235	0	57	0	272	0	0	609	0
Grp Sat Flow(s),veh/h/ln	1615	0	0	1781	0	1585	1781	1777	0	0	1777	0
Q Serve(g_s), s	0.2	0.0	0.0	3.0	0.0	1.6	0.0	1.7	0.0	0.0	4.1	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	3.0	0.0	1.6	0.0	1.7	0.0	0.0	4.1	0.0
Prop In Lane	0.17		0.83	1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	13	0	0	399	0	178	4	2062	0	0	2062	0
V/C Ratio(X)	0.46	0.00	0.00	0.59	0.00	0.32	0.00	0.13	0.00	0.00	0.30	0.00
Avail Cap(c_a), veh/h	169	0	0	2090	0	930	205	2062	0	0	2062	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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	0.0	0.0	20.1	0.0	19.5	0.0	4.6	0.0	0.0	5.1	0.0
Incr Delay (d2), s/veh	9.3	0.0	0.0	0.5	0.0	0.4	0.0	0.1	0.0	0.0	0.4	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	0.0	0.0	1.1	0.0	0.5	0.0	0.4	0.0	0.0	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	0.0	20.7	0.0	19.9	0.0	4.7	0.0	0.0	5.4	0.0
LnGrp LOS	C	A	A	C	A	B	A	A	A	A	A	A
Approach Vol, veh/h		6			292			272			609	
Approach Delay, s/veh		32.9			20.5			4.7			5.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.5	0.0	32.6		10.7				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		3.7		2.2	0.0	6.1		5.0				
Green Ext Time (p_c), s		1.1		0.0	0.0	2.2		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	9.1	
HCM 6th LOS	A	

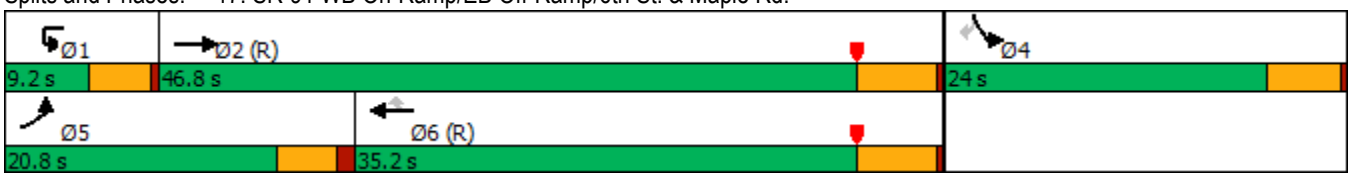
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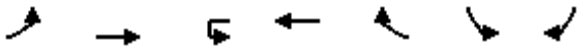
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	174	1259	413	68	513	245	
Future Volume (vph)	174	1259	413	68	513	245	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	20.8	46.8	35.2	35.2	24.0	24.0	9.2
Total Split (%)	26.0%	58.5%	44.0%	44.0%	30.0%	30.0%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	None
Act Effct Green (s)	13.3	50.7	32.8	32.8	19.1	19.1	
Actuated g/C Ratio	0.17	0.63	0.41	0.41	0.24	0.24	
v/c Ratio	0.66	0.62	0.32	0.11	0.70	0.46	
Control Delay	41.7	10.4	17.4	4.9	33.0	6.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.7	10.4	17.4	4.9	33.0	6.4	
LOS	D	B	B	A	C	A	
Approach Delay		14.2	15.6		24.4		
Approach LOS		B	B		C		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	174	1259	0	413	68	513	245
Future Volume (veh/h)	174	1259	0	413	68	513	245
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	193	1399		459	44	570	169
Peak Hour Factor	0.90	0.90		0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	235	2252		1580	690	825	378
Arrive On Green	0.13	0.63		0.44	0.44	0.24	0.24
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	193	1399		459	44	570	169
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	8.4	19.0		6.6	1.3	12.0	7.3
Cycle Q Clear(g_c), s	8.4	19.0		6.6	1.3	12.0	7.3
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	235	2252		1580	690	825	378
V/C Ratio(X)	0.82	0.62		0.29	0.06	0.69	0.45
Avail Cap(c_a), veh/h	361	2252		1580	690	825	378
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.98	0.98	0.96	0.96
Uniform Delay (d), s/veh	33.8	8.8		14.2	12.7	27.8	25.9
Incr Delay (d2), s/veh	8.7	1.3		0.5	0.2	4.5	3.6
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	5.7		2.5	0.5	5.2	7.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	42.5	10.2		14.6	12.9	32.3	29.6
LnGrp LOS	D	B		B	B	C	C
Approach Vol, veh/h		1592		503		739	
Approach Delay, s/veh		14.1		14.5		31.7	
Approach LOS		B		B		C	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		56.0		24.0	15.1	40.9	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		41.5		19.1	16.2	29.9	
Max Q Clear Time (g_c+I1), s		21.0		14.0	10.4	8.6	
Green Ext Time (p_c), s		6.7		0.8	0.2	2.0	

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

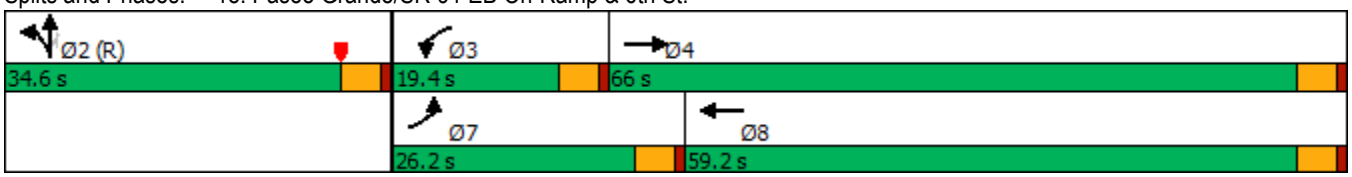
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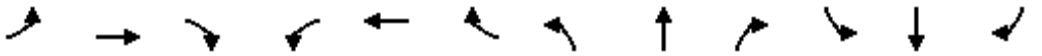
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	181	1122	158	338	143	99	186
Future Volume (vph)	181	1122	158	338	143	99	186
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	26.2	66.0	19.4	59.2	34.6	34.6	34.6
Total Split (%)	21.8%	55.0%	16.2%	49.3%	28.8%	28.8%	28.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	17.2	62.3	13.9	59.0	30.0	30.0	30.0
Actuated g/C Ratio	0.14	0.52	0.12	0.49	0.25	0.25	0.25
v/c Ratio	0.78	0.98	0.85	0.19	0.31	0.31	0.38
Control Delay	70.2	44.4	85.2	15.0	39.1	39.0	7.0
Queue Delay	0.0	5.4	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	49.8	85.2	15.0	39.1	39.0	7.0
LOS	E	D	F	B	D	D	A
Approach Delay		51.9		33.9		25.1	
Approach LOS		D		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 44.0	Intersection LOS: D
Intersection Capacity Utilization 90.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	1122	469	158	338	93	143	99	186	0	0	0
Future Volume (veh/h)	181	1122	469	158	338	93	143	99	186	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	199	1233	375	174	371	70	133	143	140			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	227	1344	399	201	2100	384	485	509	426			
Arrive On Green	0.13	0.50	0.50	0.11	0.49	0.49	0.27	0.27	0.27			
Sat Flow, veh/h	1781	2687	797	1781	4327	790	1781	1870	1563			
Grp Volume(v), veh/h	199	805	803	174	289	152	133	143	140			
Grp Sat Flow(s),veh/h/ln	1781	1777	1707	1781	1702	1714	1781	1870	1563			
Q Serve(g_s), s	13.2	49.7	53.3	11.5	5.7	6.0	7.0	7.2	8.6			
Cycle Q Clear(g_c), s	13.2	49.7	53.3	11.5	5.7	6.0	7.0	7.2	8.6			
Prop In Lane	1.00		0.47	1.00		0.46	1.00		1.00			
Lane Grp Cap(c), veh/h	227	889	854	201	1652	832	485	509	426			
V/C Ratio(X)	0.88	0.91	0.94	0.87	0.18	0.18	0.27	0.28	0.33			
Avail Cap(c_a), veh/h	321	909	873	220	1652	832	485	509	426			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.72	0.97	0.97	0.97	1.00	1.00	1.00			
Uniform Delay (d), s/veh	51.4	27.4	28.3	52.4	17.4	17.4	34.3	34.4	34.9			
Incr Delay (d2), s/veh	10.3	9.4	13.9	24.8	0.0	0.1	1.4	1.4	2.1			
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	6.5	22.3	23.8	6.5	2.2	2.4	3.3	3.5	3.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	36.8	42.2	77.1	17.4	17.5	35.7	35.8	37.0			
LnGrp LOS	E	D	D	E	B	B	D	D	D			
Approach Vol, veh/h		1807			615			416				
Approach Delay, s/veh		42.0			34.4			36.2				
Approach LOS		D			C			D				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		37.3	18.1	64.6			19.9	62.8				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		30.0	14.8	61.4			21.6	54.6				
Max Q Clear Time (g_c+I1), s		10.6	13.5	55.3			15.2	8.0				
Green Ext Time (p_c), s		0.9	0.0	4.7			0.1	3.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.5									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	19.8
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	163	44	23	233	492	116
Future Vol, veh/h	163	44	23	233	492	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	47	25	251	529	125
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	12.9	10.8	25.9
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	23%	0%	79%	0%	0%
Vol Thru, %	77%	100%	0%	100%	0%
Vol Right, %	0%	0%	21%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	155	207	492	116
LT Vol	23	0	163	0	0
Through Vol	78	155	0	492	0
RT Vol	0	0	44	0	116
Lane Flow Rate	108	167	223	529	125
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.186	0.281	0.38	0.829	0.171
Departure Headway (Hd)	6.18	6.064	6.139	5.642	4.934
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	580	593	585	640	727
Service Time	3.921	3.805	4.178	3.373	2.664
HCM Lane V/C Ratio	0.186	0.282	0.381	0.827	0.172
HCM Control Delay	10.3	11.2	12.9	29.9	8.7
HCM Lane LOS	B	B	B	D	A
HCM 95th-tile Q	0.7	1.1	1.8	8.8	0.6

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	61	16	10	32	48	2	177	7	68	430	38
Future Vol, veh/h	31	61	16	10	32	48	2	177	7	68	430	38
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	65	17	11	34	51	2	188	7	72	457	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.5	9.9	10.5	22.3
HCM LOS	B	A	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	29%	11%	13%
Vol Thru, %	95%	56%	36%	80%
Vol Right, %	4%	15%	53%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	108	90	536
LT Vol	2	31	10	68
Through Vol	177	61	32	430
RT Vol	7	16	48	38
Lane Flow Rate	198	115	96	570
Geometry Grp	1	1	1	1
Degree of Util (X)	0.292	0.192	0.154	0.771
Departure Headway (Hd)	5.313	6.013	5.796	4.87
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	675	595	617	747
Service Time	3.352	4.064	3.849	2.87
HCM Lane V/C Ratio	0.293	0.193	0.156	0.763
HCM Control Delay	10.5	10.5	9.9	22.3
HCM Lane LOS	B	B	A	C
HCM 95th-tile Q	1.2	0.7	0.5	7.5

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	31	4	50	23	110	3	91	55	344	116	11
Future Vol, veh/h	3	31	4	50	23	110	3	91	55	344	116	11
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	33	4	53	24	117	3	97	59	366	123	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	10.6	9.6	18.4
HCM LOS	A	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	8%	27%	73%
Vol Thru, %	61%	82%	13%	25%
Vol Right, %	37%	11%	60%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	38	183	471
LT Vol	3	3	50	344
Through Vol	91	31	23	116
RT Vol	55	4	110	11
Lane Flow Rate	159	40	195	501
Geometry Grp	1	1	1	1
Degree of Util (X)	0.223	0.067	0.29	0.693
Departure Headway (Hd)	5.065	5.928	5.366	4.978
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	709	603	670	732
Service Time	3.098	3.975	3.405	2.978
HCM Lane V/C Ratio	0.224	0.066	0.291	0.684
HCM Control Delay	9.6	9.4	10.6	18.4
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0.9	0.2	1.2	5.6

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	6	2	137	145	26
Future Vol, veh/h	12	6	2	137	145	26
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	8	3	171	181	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	378	201	217	0	-	0
Stage 1	201	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	624	840	1353	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	619	838	1349	-	-	-
Mov Cap-2 Maneuver	666	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	851	-	-	-	-	-

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)	1349	-	715	-	-
HCM Lane V/C Ratio	0.002	-	0.031	-	-
HCM Control Delay (s)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	11	0	3	1	0	3	5	125	1	5	130	16
Future Vol, veh/h	11	0	3	1	0	3	5	125	1	5	130	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	3	1	0	3	5	136	1	5	141	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	308	307	150	308	315	137	158	0	0	137	0	0
Stage 1	160	160	-	147	147	-	-	-	-	-	-	-
Stage 2	148	147	-	161	168	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	644	607	896	644	601	911	1422	-	-	1447	-	-
Stage 1	842	766	-	856	775	-	-	-	-	-	-	-
Stage 2	855	775	-	841	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	638	602	896	638	596	911	1422	-	-	1447	-	-
Mov Cap-2 Maneuver	638	602	-	638	596	-	-	-	-	-	-	-
Stage 1	839	763	-	853	772	-	-	-	-	-	-	-
Stage 2	849	772	-	835	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	9.4	0.3	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1422	-	-	680	823	1447	-	-
HCM Lane V/C Ratio	0.004	-	-	0.022	0.005	0.004	-	-
HCM Control Delay (s)	7.5	0	-	10.4	9.4	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	55	17	90	107	28
Future Vol, veh/h	41	55	17	90	107	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	63	19	102	122	32
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	8.1	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	16%	43%	0%
Vol Thru, %	84%	0%	79%
Vol Right, %	0%	57%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	107	96	135
LT Vol	17	41	0
Through Vol	90	0	107
RT Vol	0	55	28
Lane Flow Rate	122	109	153
Geometry Grp	1	1	1
Degree of Util (X)	0.148	0.13	0.175
Departure Headway (Hd)	4.378	4.28	4.197
Convergence, Y/N	Yes	Yes	Yes
Cap	824	841	861
Service Time	2.378	2.288	2.197
HCM Lane V/C Ratio	0.148	0.13	0.178
HCM Control Delay	8.1	7.9	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.4	0.6

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	0	1	0	79	0	40	0	65	107	57	94	0
Future Vol, veh/h	0	1	0	79	0	40	0	65	107	57	94	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	0	93	0	47	0	76	126	67	111	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

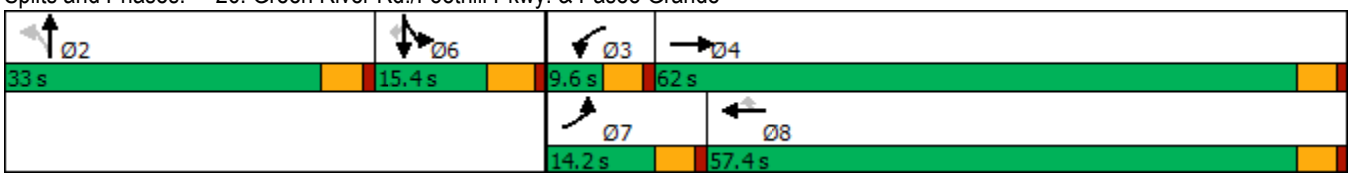
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	8.7	9.1	8.5	10.4
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	38%
Vol Thru, %	100%	0%	100%	0%	100%	0%	62%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	107	1	79	0	40	151
LT Vol	0	0	0	79	0	0	57
Through Vol	65	0	1	0	0	0	94
RT Vol	0	107	0	0	0	40	0
Lane Flow Rate	76	126	1	93	0	47	178
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	0.114	0.163	0.002	0.155	0	0.062	0.273
Departure Headway (Hd)	5.366	4.662	5.911	5.986	5.482	4.777	5.541
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	666	767	601	598	0	746	647
Service Time	3.112	2.408	3.691	3.738	3.234	2.529	3.293
HCM Lane V/C Ratio	0.114	0.164	0.002	0.156	0	0.063	0.275
HCM Control Delay	8.8	8.3	8.7	9.8	8.2	7.8	10.4
HCM Lane LOS	A	A	A	A	N	A	B
HCM 95th-tile Q	0.4	0.6	0	0.5	0	0.2	1.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	154	1392	1	383	11	1	0	31	0	132
Future Volume (vph)	154	1392	1	383	11	1	0	31	0	132
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8			2	6	6	
Permitted Phases					8	2				6
Detector Phase	7	4	3	8	8	2	2	6	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	10.0
Minimum Split (s)	9.6	21.7	9.6	32.7	32.7	31.7	31.7	15.4	15.4	15.4
Total Split (s)	14.2	62.0	9.6	57.4	57.4	33.0	33.0	15.4	15.4	15.4
Total Split (%)	11.8%	51.7%	8.0%	47.8%	47.8%	27.5%	27.5%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	3.7	4.4	4.4	4.4
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
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7		4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.9	38.8	6.4	22.7	22.7		14.5	12.8	12.8	12.8
Actuated g/C Ratio	0.15	0.66	0.11	0.38	0.38		0.25	0.22	0.22	0.22
v/c Ratio	0.30	0.61	0.01	0.28	0.02		0.00	0.08	0.08	0.08
Control Delay	32.7	12.6	41.0	14.5	0.0		28.0	33.0	0.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	32.7	12.6	41.0	14.5	0.0		28.0	33.0	0.2	0.2
LOS	C	B	D	B	A		C	C	A	A
Approach Delay		14.6		14.1			28.0		6.4	
Approach LOS		B		B			C		A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 59		
Natural Cycle: 100		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.61		
Intersection Signal Delay: 13.9	Intersection LOS: B	
Intersection Capacity Utilization 63.3%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1392	2	1	383	11	1	0	0	31	0	132
Future Volume (veh/h)	154	1392	2	1	383	11	1	0	0	31	0	132
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	156	1406	2	1	387	10	1	0	0	31	0	27
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	2017	3	3	1691	754	5	0	0	187	0	333
Arrive On Green	0.08	0.55	0.55	0.00	0.48	0.48	0.00	0.00	0.00	0.10	0.00	0.10
Sat Flow, veh/h	3456	3641	5	1781	3554	1585	1781	0	0	1781	0	3170
Grp Volume(v), veh/h	156	686	722	1	387	10	1	0	0	31	0	27
Grp Sat Flow(s),veh/h/ln	1728	1777	1869	1781	1777	1585	1781	0	0	1781	0	1585
Q Serve(g_s), s	2.5	16.2	16.2	0.0	3.7	0.2	0.0	0.0	0.0	0.9	0.0	0.4
Cycle Q Clear(g_c), s	2.5	16.2	16.2	0.0	3.7	0.2	0.0	0.0	0.0	0.9	0.0	0.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	984	1036	3	1691	754	5	0	0	187	0	333
V/C Ratio(X)	0.57	0.70	0.70	0.32	0.23	0.01	0.20	0.00	0.00	0.17	0.00	0.08
Avail Cap(c_a), veh/h	576	1768	1860	155	3252	1450	875	0	0	309	0	550
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	1.00
Uniform Delay (d), s/veh	25.5	9.3	9.3	28.7	8.9	8.0	28.7	0.0	0.0	23.5	0.0	23.3
Incr Delay (d2), s/veh	0.7	0.9	0.9	20.9	0.1	0.0	19.2	0.0	0.0	0.4	0.0	0.1
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	1.0	5.0	5.2	0.0	1.2	0.1	0.0	0.0	0.0	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	10.2	10.2	49.6	8.9	8.0	47.9	0.0	0.0	23.9	0.0	23.4
LnGrp LOS	C	B	B	D	A	A	D	A	A	C	A	C
Approach Vol, veh/h		1564			398			1			58	
Approach Delay, s/veh		11.8			9.0			47.9			23.6	
Approach LOS		B			A			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.7	36.6		11.4	9.2	32.1				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.0	* 57		10.0	9.6	* 53				
Max Q Clear Time (g_c+I1), s		2.0	2.0	18.2		2.9	4.5	5.7				
Green Ext Time (p_c), s		0.0	0.0	13.8		0.1	0.1	2.9				

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

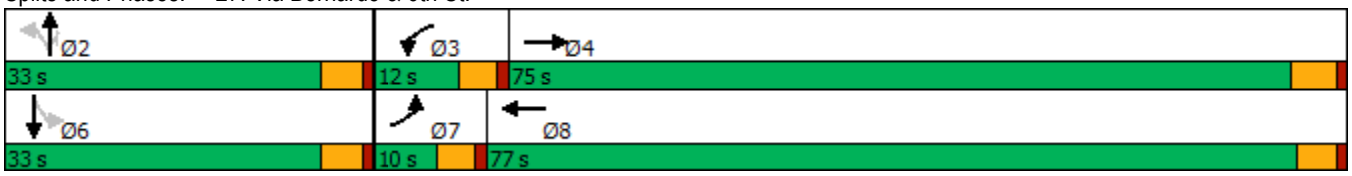
User approved volume balancing among the lanes for turning movement.

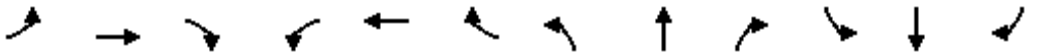
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	2	1370	29	568	38	0	42	
Future Volume (vph)	2	1370	29	568	38	0	42	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	10.0	75.0	12.0	77.0	33.0	33.0	33.0	33.0
Total Split (%)	8.3%	62.5%	10.0%	64.2%	27.5%	27.5%	27.5%	28%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.7	42.3	6.6	47.3		13.3	13.3	
Actuated g/C Ratio	0.08	0.58	0.09	0.65		0.18	0.18	
v/c Ratio	0.01	0.75	0.20	0.27		0.16	0.14	
Control Delay	45.5	14.5	44.2	5.9		33.9	7.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.5	14.5	44.2	5.9		33.9	7.7	
LOS	D	B	D	A		C	A	
Approach Delay		14.6		7.8		20.0		
Approach LOS		B		A		C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 56.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1370	50	29	568	0	38	0	42	0	0	0
Future Volume (veh/h)	2	1370	50	29	568	0	38	0	42	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	1489	45	32	617	0	41	0	23	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	2067	62	60	2197	0	333	0	247	0	292	0
Arrive On Green	0.00	0.59	0.59	0.03	0.62	0.00	0.16	0.00	0.16	0.00	0.00	0.00
Sat Flow, veh/h	1781	3521	106	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	2	750	784	32	617	0	41	0	23	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.1	19.3	19.5	1.1	5.1	0.0	1.6	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	19.3	19.5	1.1	5.1	0.0	1.6	0.0	0.8	0.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	5	1043	1086	60	2197	0	334	0	247	0	292	0
V/C Ratio(X)	0.41	0.72	0.72	0.53	0.28	0.00	0.12	0.00	0.09	0.00	0.00	0.00
Avail Cap(c_a), veh/h	153	1938	2018	208	4009	0	738	0	700	0	826	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	31.9	9.5	9.5	30.5	5.7	0.0	23.5	0.0	23.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.4	0.9	0.9	2.7	0.1	0.0	0.2	0.0	0.2	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	5.8	6.0	0.5	1.5	0.0	0.5	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	10.4	10.4	33.1	5.7	0.0	23.7	0.0	23.3	0.0	0.0	0.0
LnGrp LOS	D	B	B	C	A	A	C	A	C	A	A	A
Approach Vol, veh/h		1536			649			64			0	
Approach Delay, s/veh		10.5			7.1			23.5			0.0	
Approach LOS		B			A			C				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.7	6.7	42.7	14.7	4.7	44.7
Change Period (Y+Rc), s	* 4.7	4.5	5.1	* 4.7	4.5	* 5.1
Max Green Setting (Gmax), s	* 28	7.5	69.9	* 28	5.5	* 72
Max Q Clear Time (g_c+I1), s	3.6	3.1	21.5	0.0	2.1	7.1
Green Ext Time (p_c), s	0.2	0.0	16.2	0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	115	4	4	93	13	5	16	6	35	40	18
Future Vol, veh/h	8	115	4	4	93	13	5	16	6	35	40	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	126	4	4	102	14	5	18	7	38	44	20
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.4	8.4	7.8	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	6%	4%	0%	38%
Vol Thru, %	59%	91%	96%	0%	43%
Vol Right, %	22%	3%	0%	100%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	127	97	13	93
LT Vol	5	8	4	0	35
Through Vol	16	115	93	0	40
RT Vol	6	4	0	13	18
Lane Flow Rate	30	140	107	14	102
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.038	0.174	0.147	0.017	0.129
Departure Headway (Hd)	4.577	4.482	4.978	4.254	4.544
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	783	802	723	843	790
Service Time	2.599	2.5	2.696	1.972	2.563
HCM Lane V/C Ratio	0.038	0.175	0.148	0.017	0.129
HCM Control Delay	7.8	8.4	8.6	7	8.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.5	0.1	0.4

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	376	214	21	26	5
Future Vol, veh/h	7	376	214	21	26	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	427	243	24	30	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	267	0	-	0	698	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	443	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1297	-	-	-	407	784
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	404	784
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1297	-	-	-	438
HCM Lane V/C Ratio	0.006	-	-	-	0.08
HCM Control Delay (s)	7.8	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	425	40	31	159	17	22
Future Vol, veh/h	425	40	31	159	17	22
Conflicting Peds, #/hr	0	6	0	0	0	39
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	483	45	35	181	19	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	534	0	673	309
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	161	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1030	-	389	687
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1024	-	372	658
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	819	-

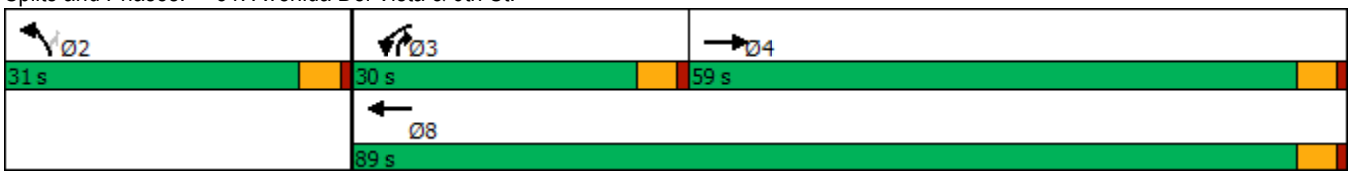
Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	493	-	-	1024	-
HCM Lane V/C Ratio	0.09	-	-	0.034	-
HCM Control Delay (s)	13	-	-	8.6	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1235	158	511	116	130
Future Volume (vph)	1235	158	511	116	130
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	46.9	13.0	64.7	12.3	30.2
Actuated g/C Ratio	0.54	0.15	0.75	0.14	0.35
v/c Ratio	0.78	0.62	0.20	0.25	0.24
Control Delay	20.3	47.8	3.7	37.0	18.6
Queue Delay	0.3	0.0	0.0	0.0	0.0
Total Delay	20.6	47.8	3.7	37.0	18.6
LOS	C	D	A	D	B
Approach Delay	20.6		14.1	27.3	
Approach LOS	C		B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1235	180	158	511	116	130
Future Volume (veh/h)	1235	180	158	511	116	130
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1286	188	165	532	121	135
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1694	246	208	2579	487	408
Arrive On Green	0.54	0.54	0.12	0.73	0.14	0.14
Sat Flow, veh/h	3207	452	1781	3647	3456	1585
Grp Volume(v), veh/h	730	744	165	532	121	135
Grp Sat Flow(s),veh/h/ln	1777	1789	1781	1777	1728	1585
Q Serve(g_s), s	22.4	22.9	6.4	3.4	2.2	4.9
Cycle Q Clear(g_c), s	22.4	22.9	6.4	3.4	2.2	4.9
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	967	973	208	2579	487	408
V/C Ratio(X)	0.76	0.76	0.79	0.21	0.25	0.33
Avail Cap(c_a), veh/h	1368	1378	642	4249	1289	776
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.4	12.5	30.3	3.1	27.0	21.2
Incr Delay (d2), s/veh	1.5	1.6	2.6	0.0	0.3	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	7.9	8.2	2.8	0.8	0.9	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	14.2	32.9	3.2	27.2	21.7
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1474			697	256	
Approach Delay, s/veh	14.1			10.2	24.3	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.6	12.8	43.1		55.9
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		6.9	8.4	24.9		5.4
Green Ext Time (p_c), s		0.8	0.2	13.5		4.2

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	127	23	11	64	89	11	127	6	158	166	44
Future Vol, veh/h	29	127	23	11	64	89	11	127	6	158	166	44
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	138	25	12	70	97	12	138	7	172	180	48
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

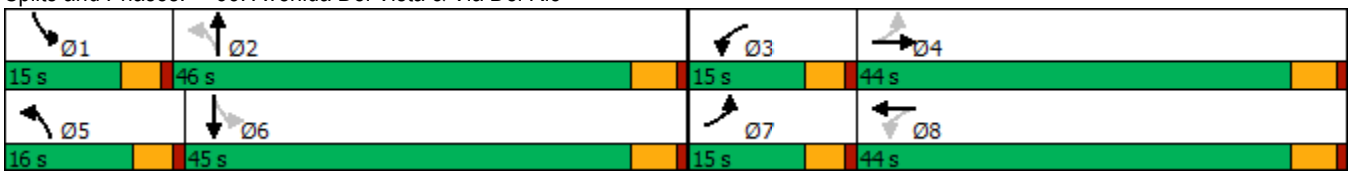
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.7	11	11	11.9
HCM LOS	B	B	B	B

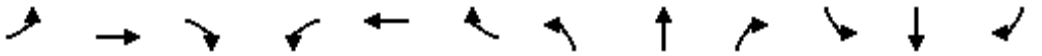
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	19%	0%	100%	0%	100%	0%
Vol Thru, %	0%	95%	81%	0%	0%	42%	0%	79%
Vol Right, %	0%	5%	0%	100%	0%	58%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	133	156	23	11	153	158	210
LT Vol	11	0	29	0	11	0	158	0
Through Vol	0	127	127	0	0	64	0	166
RT Vol	0	6	0	23	0	89	0	44
Lane Flow Rate	12	145	170	25	12	166	172	228
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.023	0.251	0.306	0.039	0.023	0.279	0.307	0.367
Departure Headway (Hd)	6.796	6.256	6.493	5.688	6.95	6.029	6.436	5.782
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	572	553	628	514	594	558	621
Service Time	4.548	4.008	4.245	3.44	4.705	3.783	4.177	3.523
HCM Lane V/C Ratio	0.023	0.253	0.307	0.04	0.023	0.279	0.308	0.367
HCM Control Delay	9.7	11.1	12.1	8.7	9.9	11.1	12	11.9
HCM Lane LOS	A	B	B	A	A	B	B	B
HCM 95th-tile Q	0.1	1	1.3	0.1	0.1	1.1	1.3	1.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	293	28	148	44	71	42	89
Future Volume (vph)	23	293	28	148	44	71	42	89
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	15.0	44.0	15.0	44.0	16.0	46.0	15.0	45.0
Total Split (%)	12.5%	36.7%	12.5%	36.7%	13.3%	38.3%	12.5%	37.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	15.0	12.7	15.7	14.4	17.6	15.1	16.4	12.8
Actuated g/C Ratio	0.33	0.28	0.35	0.32	0.39	0.33	0.36	0.28
v/c Ratio	0.06	0.42	0.07	0.18	0.09	0.18	0.09	0.27
Control Delay	12.0	16.8	12.1	13.3	9.6	13.8	9.6	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	16.8	12.1	13.3	9.6	13.8	9.6	16.2
LOS	B	B	B	B	A	B	A	B
Approach Delay		16.5		13.1		12.5		14.6
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 43.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	293	75	28	148	31	44	71	29	42	89	37
Future Volume (veh/h)	23	293	75	28	148	31	44	71	29	42	89	37
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	326	79	31	164	34	49	79	31	47	99	37
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	448	659	157	359	696	141	469	298	117	490	301	112
Arrive On Green	0.03	0.23	0.23	0.04	0.24	0.24	0.05	0.23	0.23	0.05	0.23	0.23
Sat Flow, veh/h	1781	2845	680	1781	2943	597	1781	1278	502	1781	1298	485
Grp Volume(v), veh/h	26	202	203	31	98	100	49	0	110	47	0	136
Grp Sat Flow(s),veh/h/ln	1781	1777	1748	1781	1777	1763	1781	0	1780	1781	0	1783
Q Serve(g_s), s	0.5	4.3	4.4	0.6	1.9	2.0	0.9	0.0	2.2	0.8	0.0	2.7
Cycle Q Clear(g_c), s	0.5	4.3	4.4	0.6	1.9	2.0	0.9	0.0	2.2	0.8	0.0	2.7
Prop In Lane	1.00		0.39	1.00		0.34	1.00		0.28	1.00		0.27
Lane Grp Cap(c), veh/h	448	411	405	359	420	417	469	0	415	490	0	413
V/C Ratio(X)	0.06	0.49	0.50	0.09	0.23	0.24	0.10	0.00	0.26	0.10	0.00	0.33
Avail Cap(c_a), veh/h	821	1601	1575	724	1601	1589	848	0	1687	830	0	1648
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	1.00
Uniform Delay (d), s/veh	11.9	14.4	14.4	12.0	13.3	13.3	11.5	0.0	13.5	11.5	0.0	13.8
Incr Delay (d2), s/veh	0.0	0.9	1.0	0.0	0.3	0.3	0.0	0.0	0.3	0.0	0.0	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	0.2	1.5	1.5	0.2	0.7	0.7	0.3	0.0	0.8	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	15.3	15.4	12.1	13.6	13.6	11.5	0.0	13.9	11.5	0.0	14.3
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		431			229			159			183	
Approach Delay, s/veh		15.1			13.4			13.1			13.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	15.2	6.2	15.1	6.8	15.1	5.9	15.3
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	40.9	10.4	38.9	11.4	39.9	10.4	38.9
Max Q Clear Time (g_c+I1), s	2.8	4.2	2.6	6.4	2.9	4.7	2.5	4.0
Green Ext Time (p_c), s	0.0	0.6	0.0	2.5	0.0	0.8	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

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	13	135	12	15	147	26	1	16	14	36	31	18
Future Vol, veh/h	13	135	12	15	147	26	1	16	14	36	31	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	159	14	18	173	31	1	19	16	42	36	21
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9.3	9.4	8.1	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	9%	0%	9%	0%	42%
Vol Thru, %	52%	91%	0%	91%	0%	36%
Vol Right, %	45%	0%	100%	0%	100%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	148	12	162	26	85
LT Vol	1	13	0	15	0	36
Through Vol	16	135	0	147	0	31
RT Vol	14	0	12	0	26	18
Lane Flow Rate	36	174	14	191	31	100
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.049	0.247	0.017	0.269	0.037	0.137
Departure Headway (Hd)	4.798	5.113	4.365	5.086	4.336	4.927
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	744	702	818	705	824	727
Service Time	2.842	2.85	2.101	2.822	2.072	2.964
HCM Lane V/C Ratio	0.048	0.248	0.017	0.271	0.038	0.138
HCM Control Delay	8.1	9.5	7.2	9.7	7.2	8.8
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	1	0.1	1.1	0.1	0.5

APPENDIX 5.2: EAP (2027) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2027)
				CALC CS	DATE 06/21/23
Jurisdiction: **County of Riverside**				CHK CS	DATE 06/21/23
Major Street: **Frontage Rd.**				Critical Approach Speed (Major)	35 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 = **3,008** vpd Minor Street Future ADT = **109** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN: XX RURAL:

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 **3,008**	*1* **109**	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 **3,008**	*1* **109**	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** **5%** **B** **9%**

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 (2027)
				CALC CS	DATE 06/21/23
Jurisdiction: **County of Riverside**				CHK CS	DATE 06/21/23
Major Street: **Pine Crest Dr.**				Critical Approach Speed (Major)	25 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 = **1,841** vpd Minor Street Future ADT = **102** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	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)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied: XX / XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **1,841** / 1 **102**	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 **1,841** / 1 **102**	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: 4% B: 9%				

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.

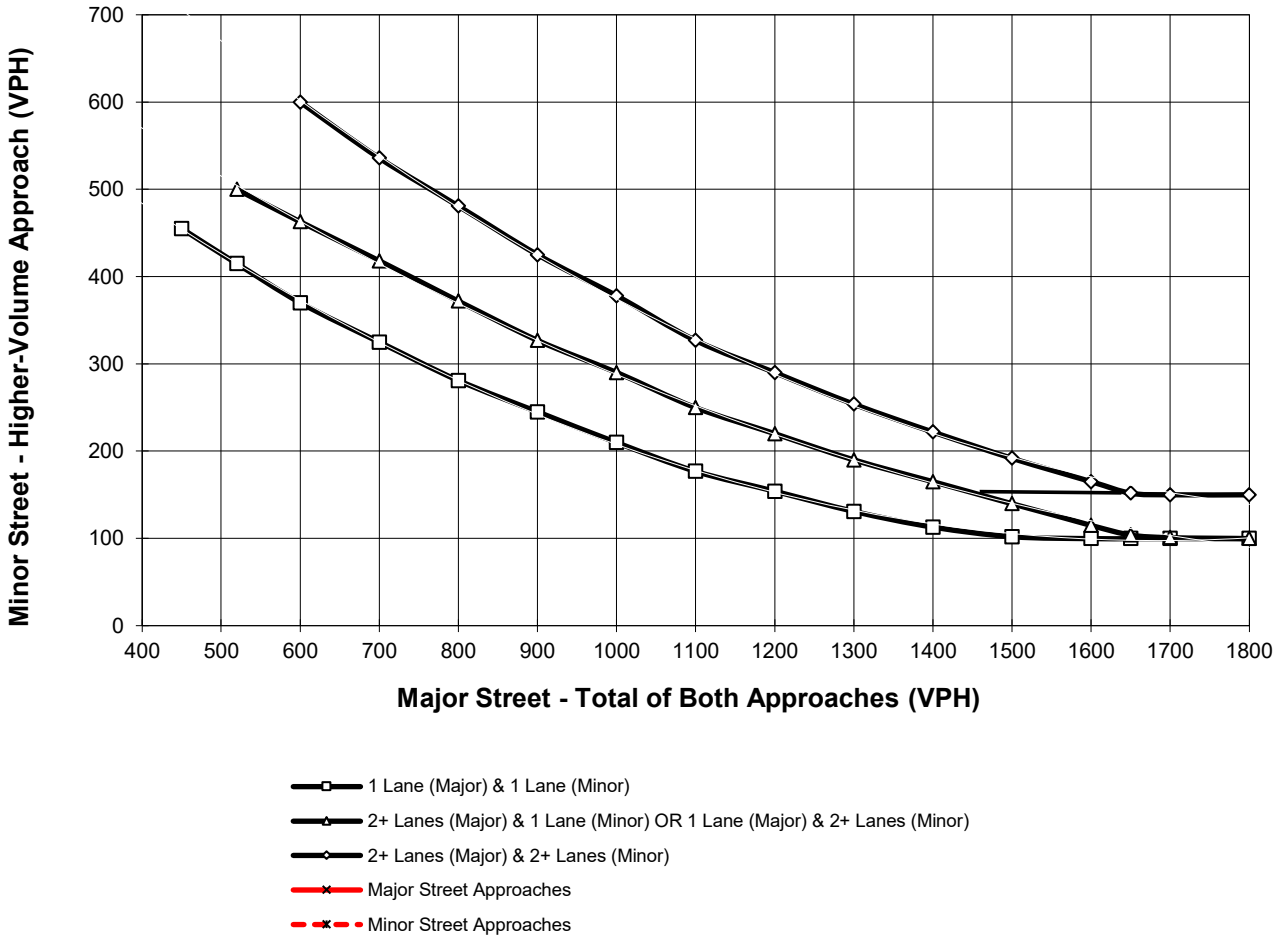
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Pine Crest Dr.**
Total of Both Approaches (VPH) = **366**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Mountain View Dr.**
High Volume Approach (VPH) = **8**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

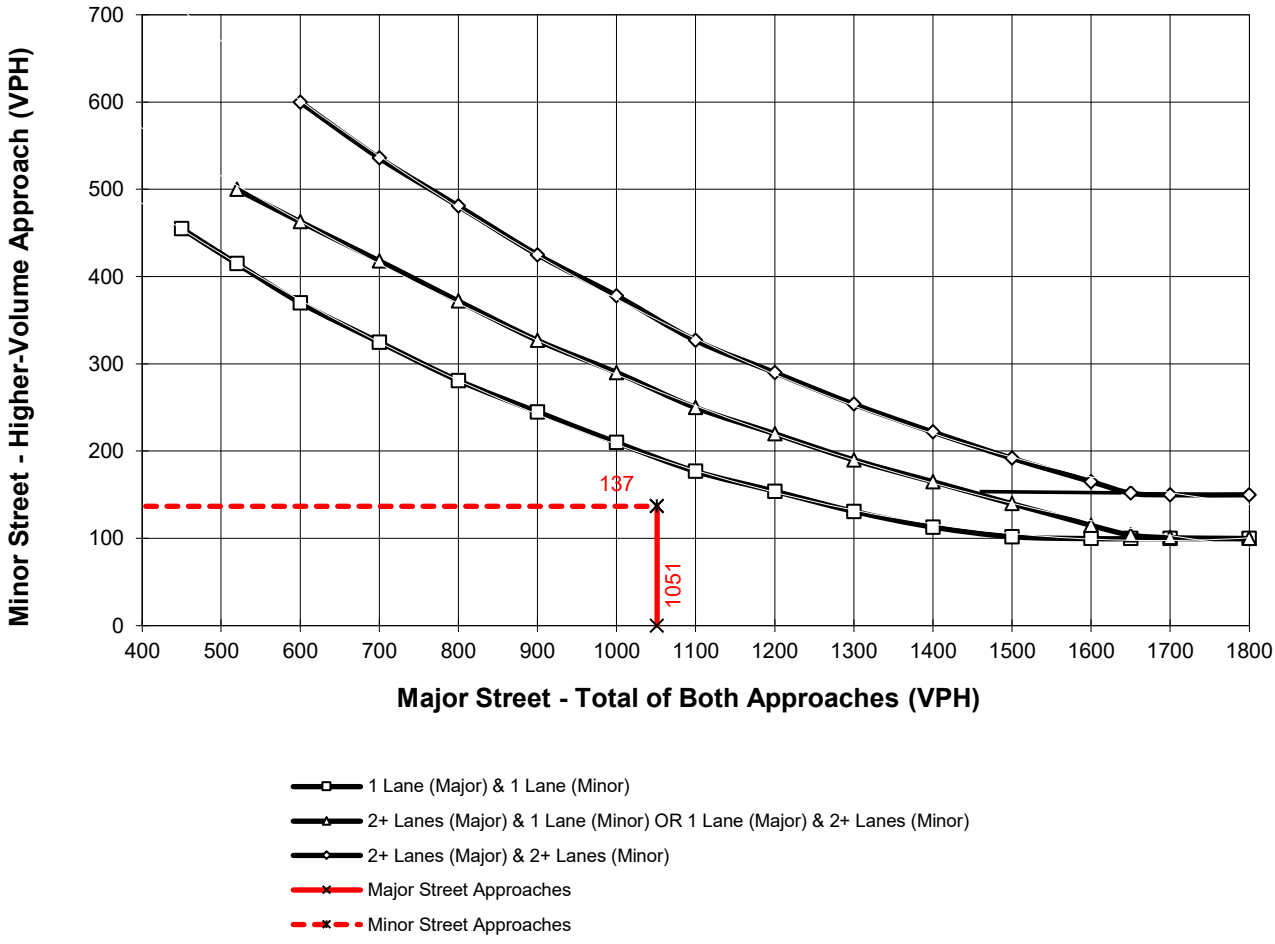
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **1051**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Frontage Road**
High Volume Approach (VPH) = **137**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

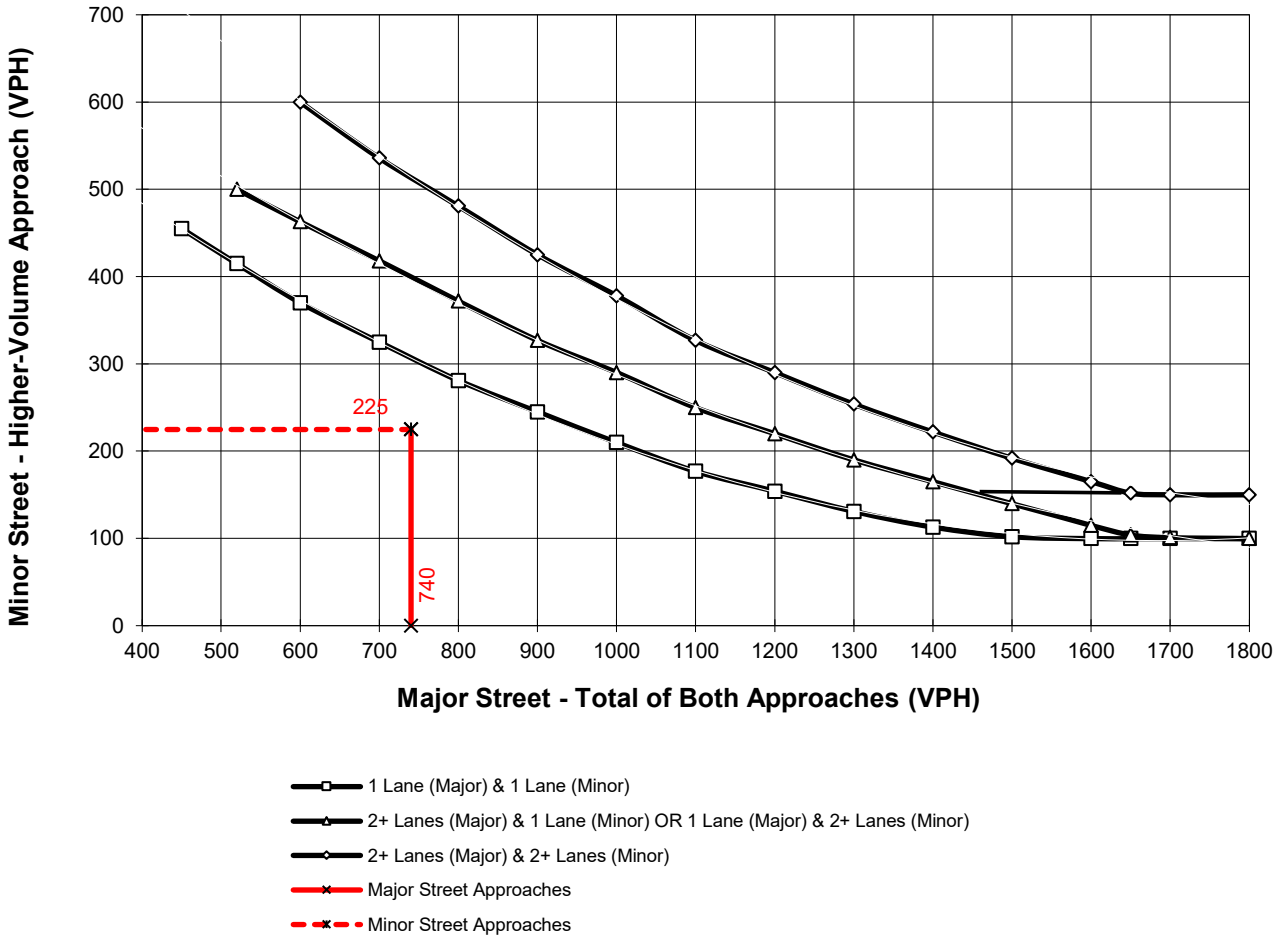
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **740**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **225**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

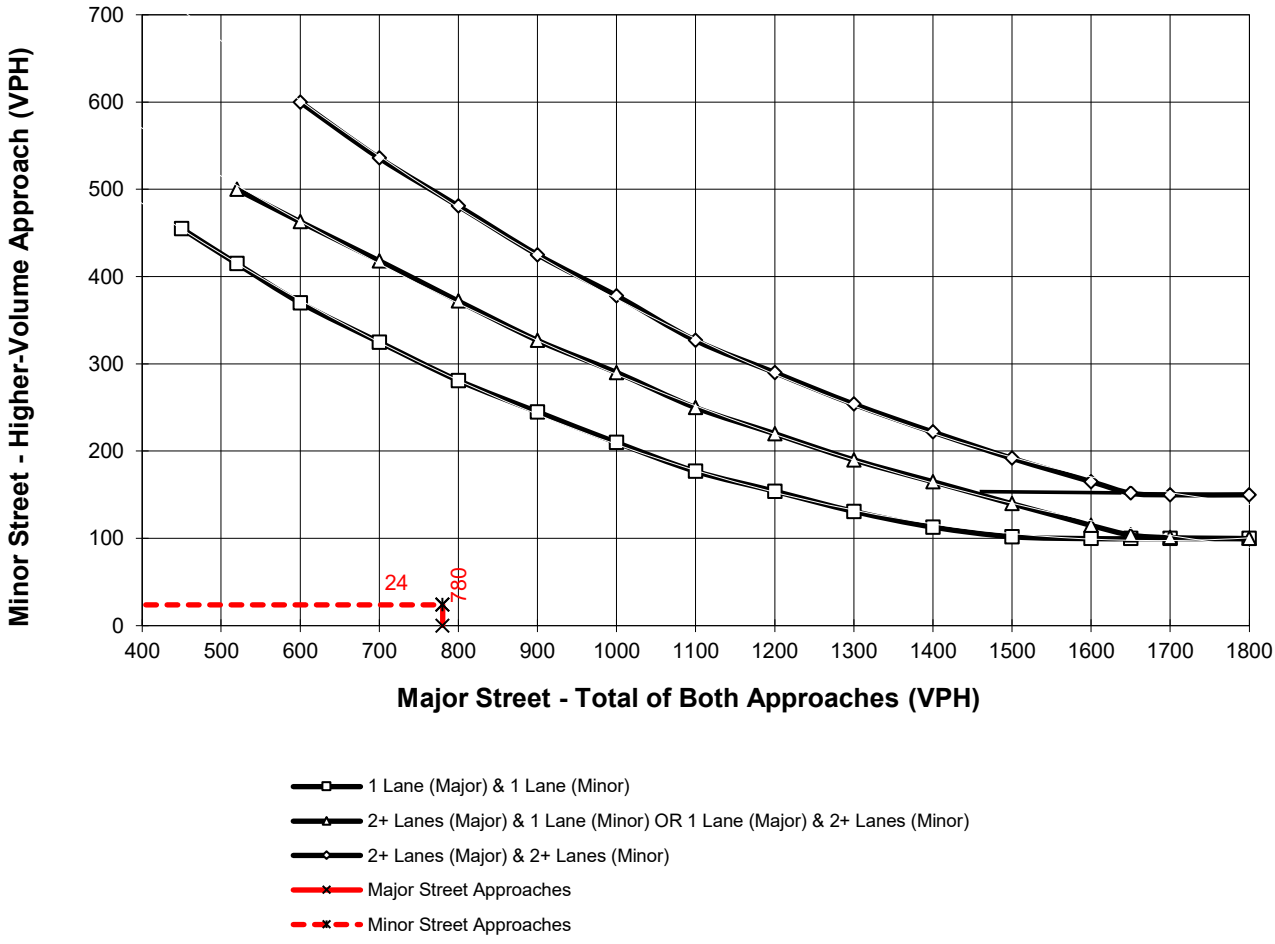
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **780**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Brae Burn Rd.**
High Volume Approach (VPH) = **24**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 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 (2027)
				CALC CS	DATE	06/21/23
Jurisdiction: **County of Riverside**				CHK CS	DATE	06/21/23
Major Street: **Paseo Grande**				Critical Approach Speed (Major)		40 mph
Minor Street: **Driveway 4&5**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **3,617** vpd Minor Street Future ADT = **237** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street: *1* **3,617**	Minor Street: *1* **237**	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	Urban	Rural	Urban	Rural
Major Street: *1* **3,617**	Minor Street: *1* **237**	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: 10% B: 20%				

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.

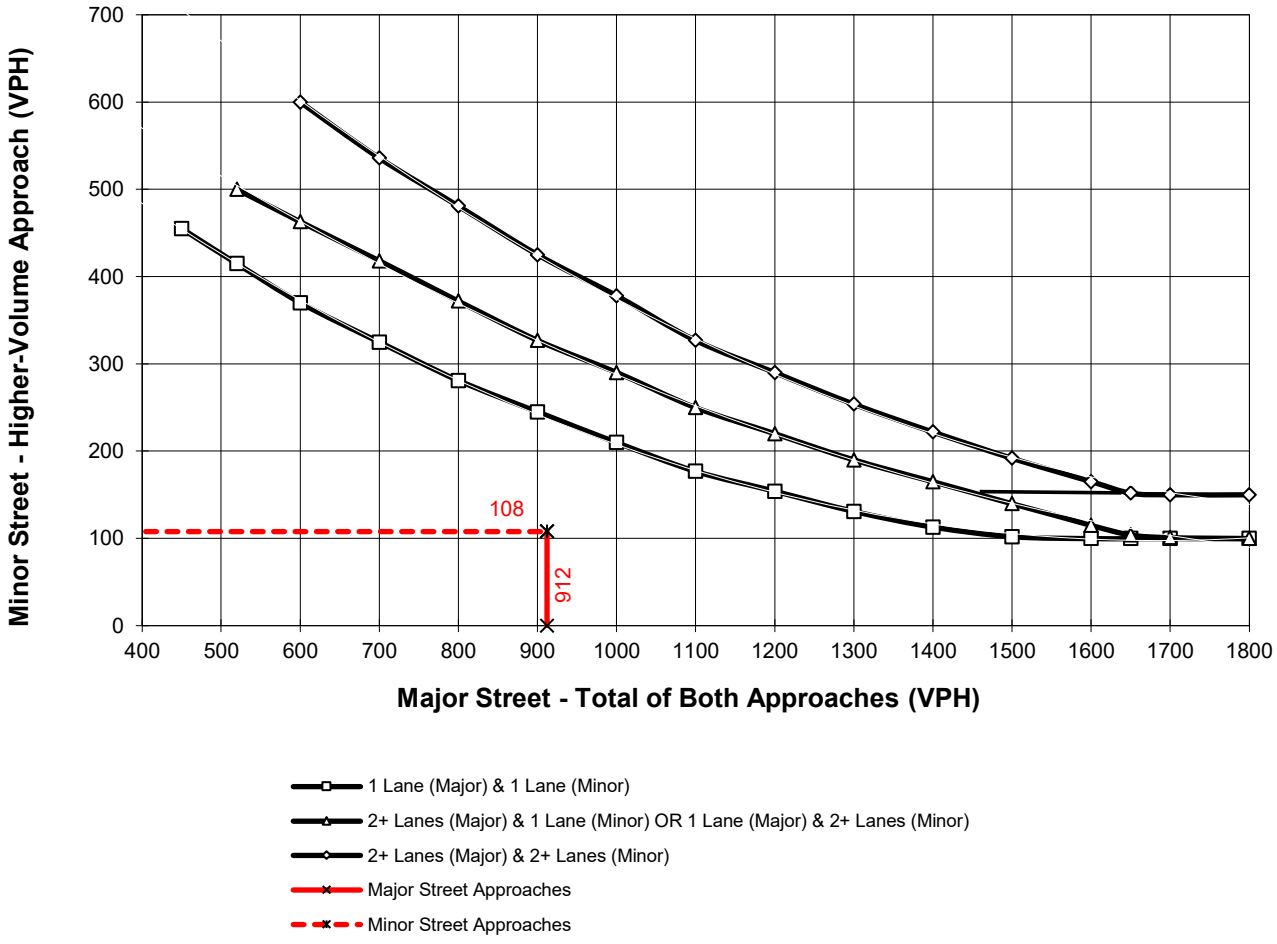
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **912**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Pine Crest Dr.**
High Volume Approach (VPH) = **108**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

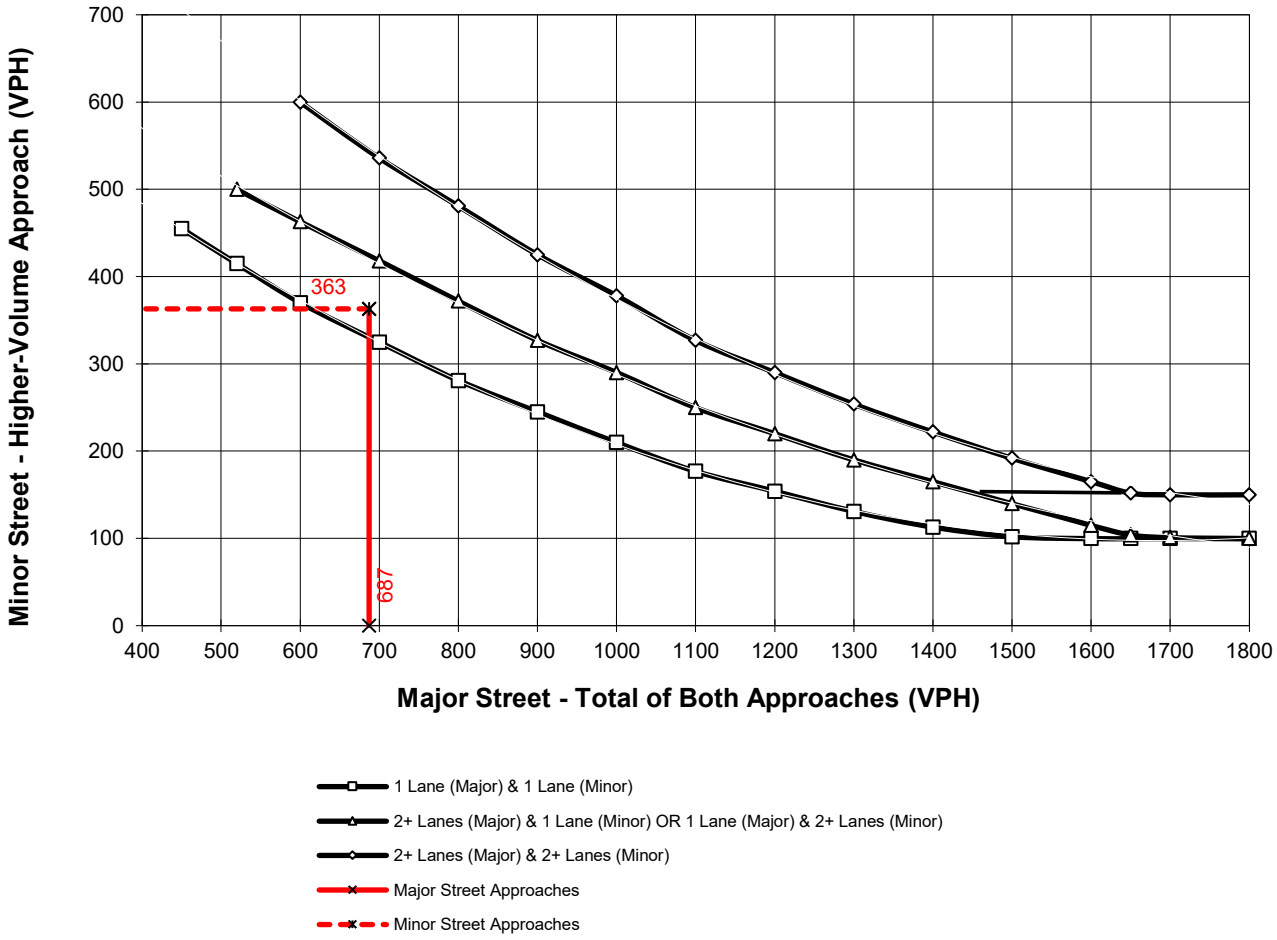
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **687**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Ontario Av.**
High Volume Approach (VPH) = **363**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

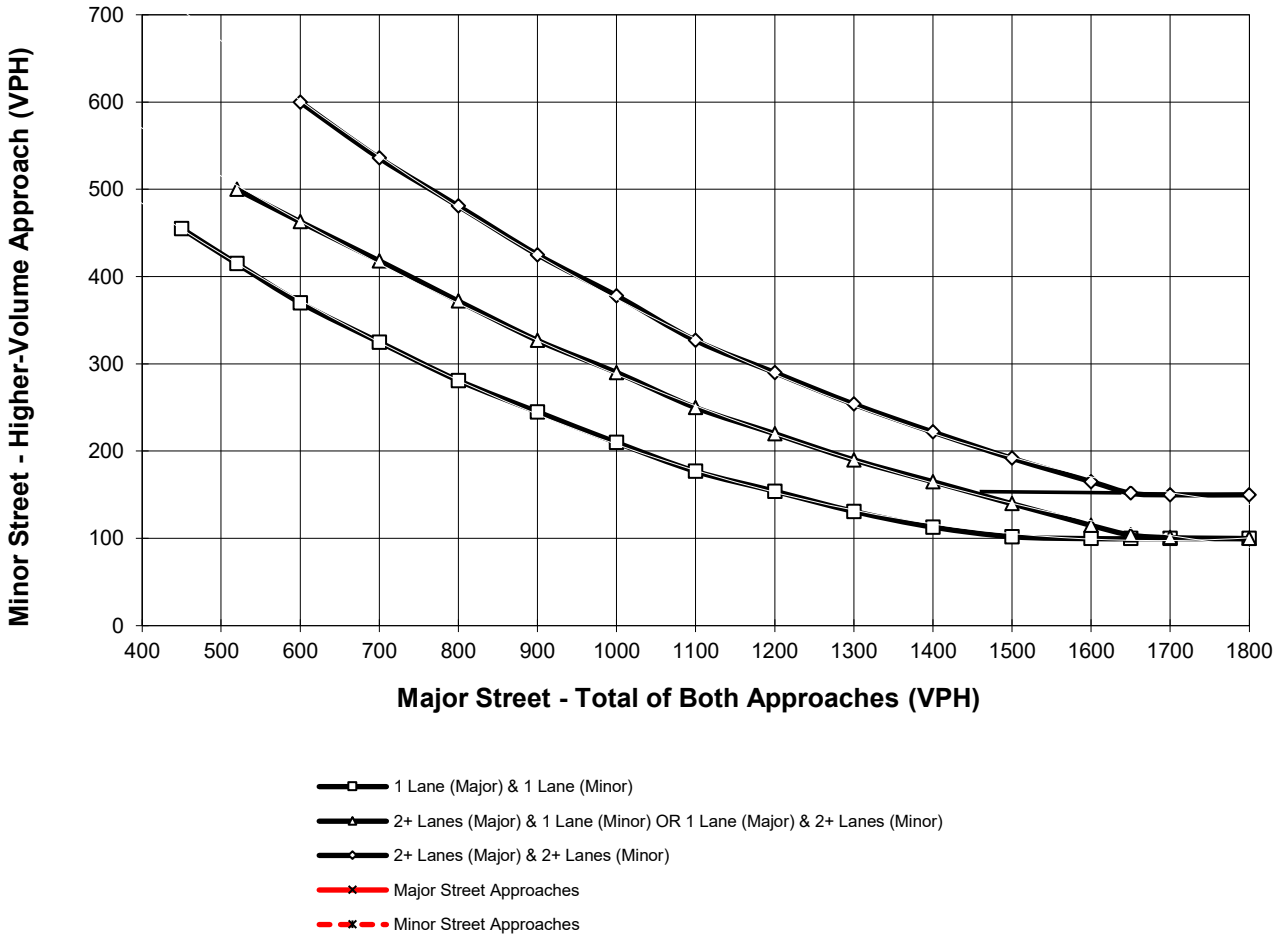
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Santiago**
Total of Both Approaches (VPH) = **256**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **120**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

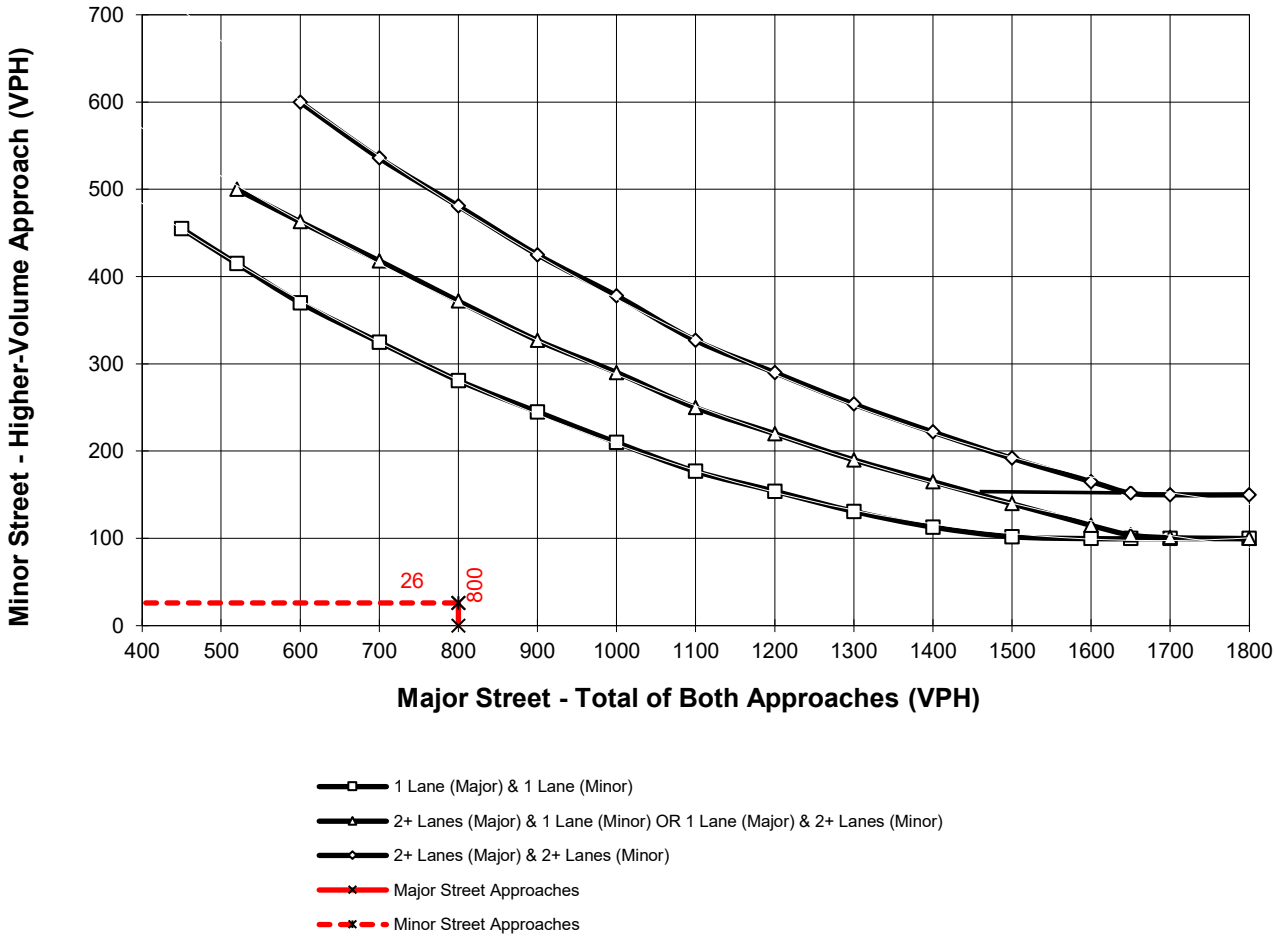
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **800**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **26**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

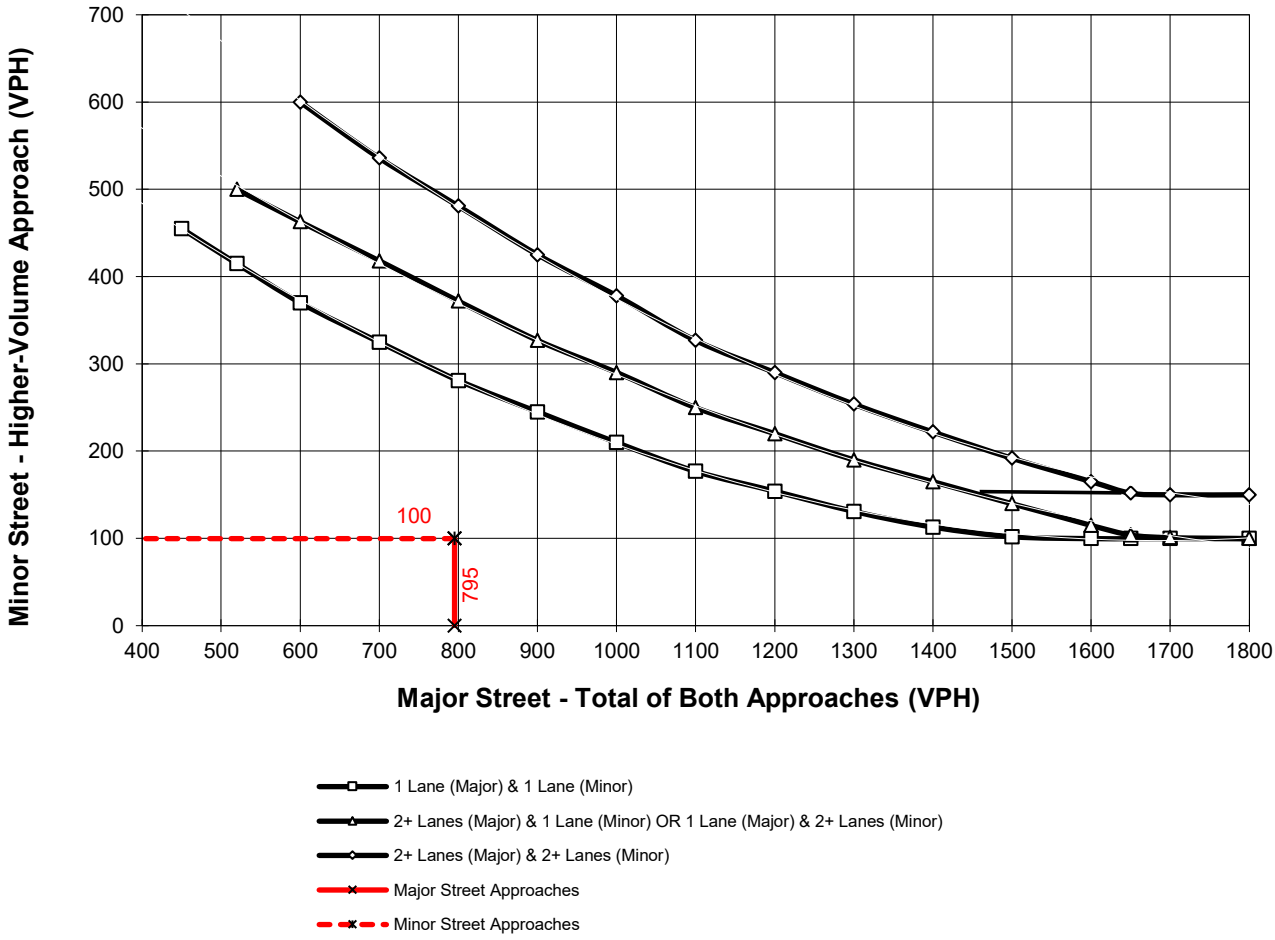
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **795**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Kirkwood Dr.**
High Volume Approach (VPH) = **100**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

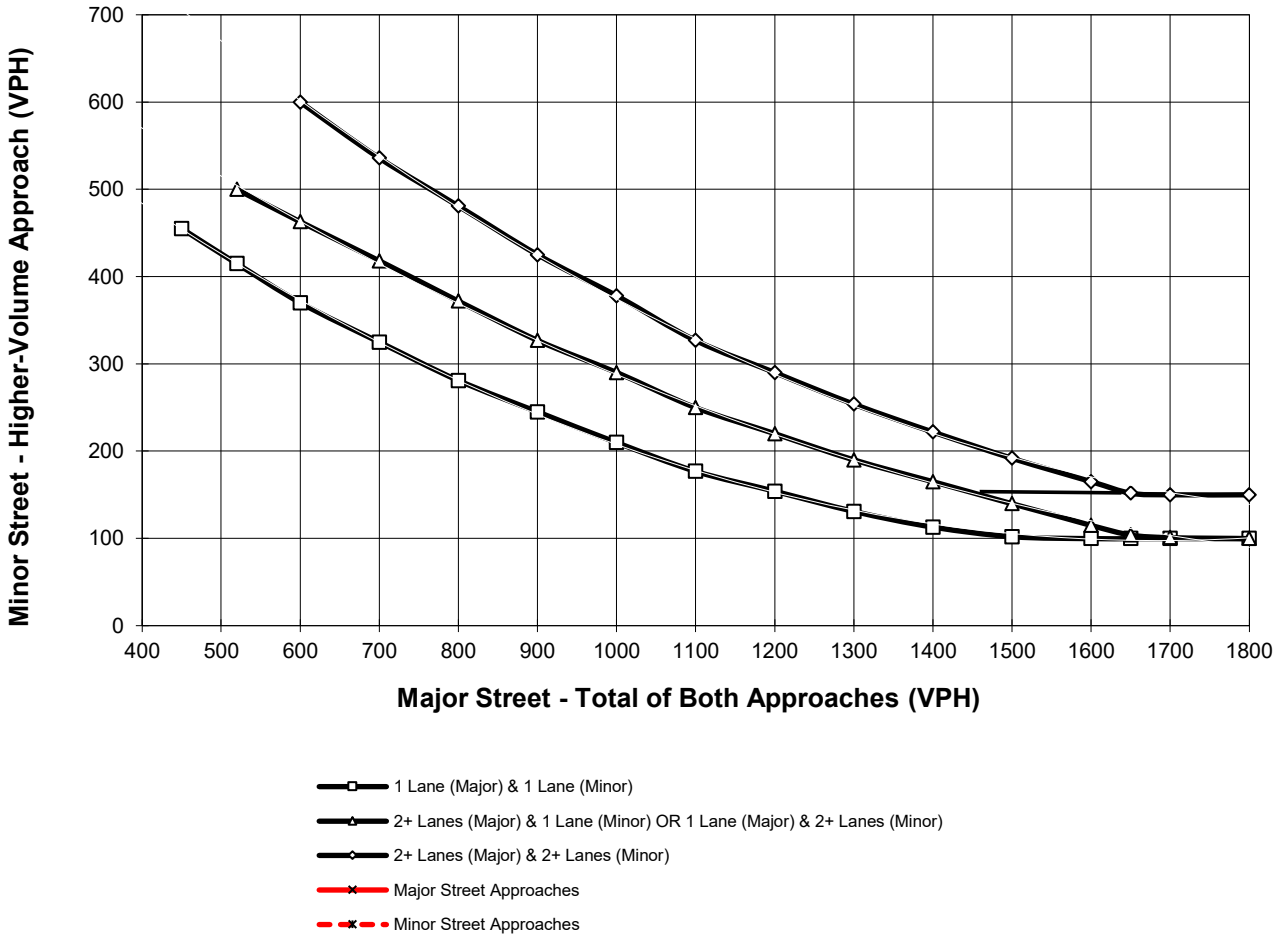
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Avenida Del Vista**
Total of Both Approaches (VPH) = **375**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **327**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

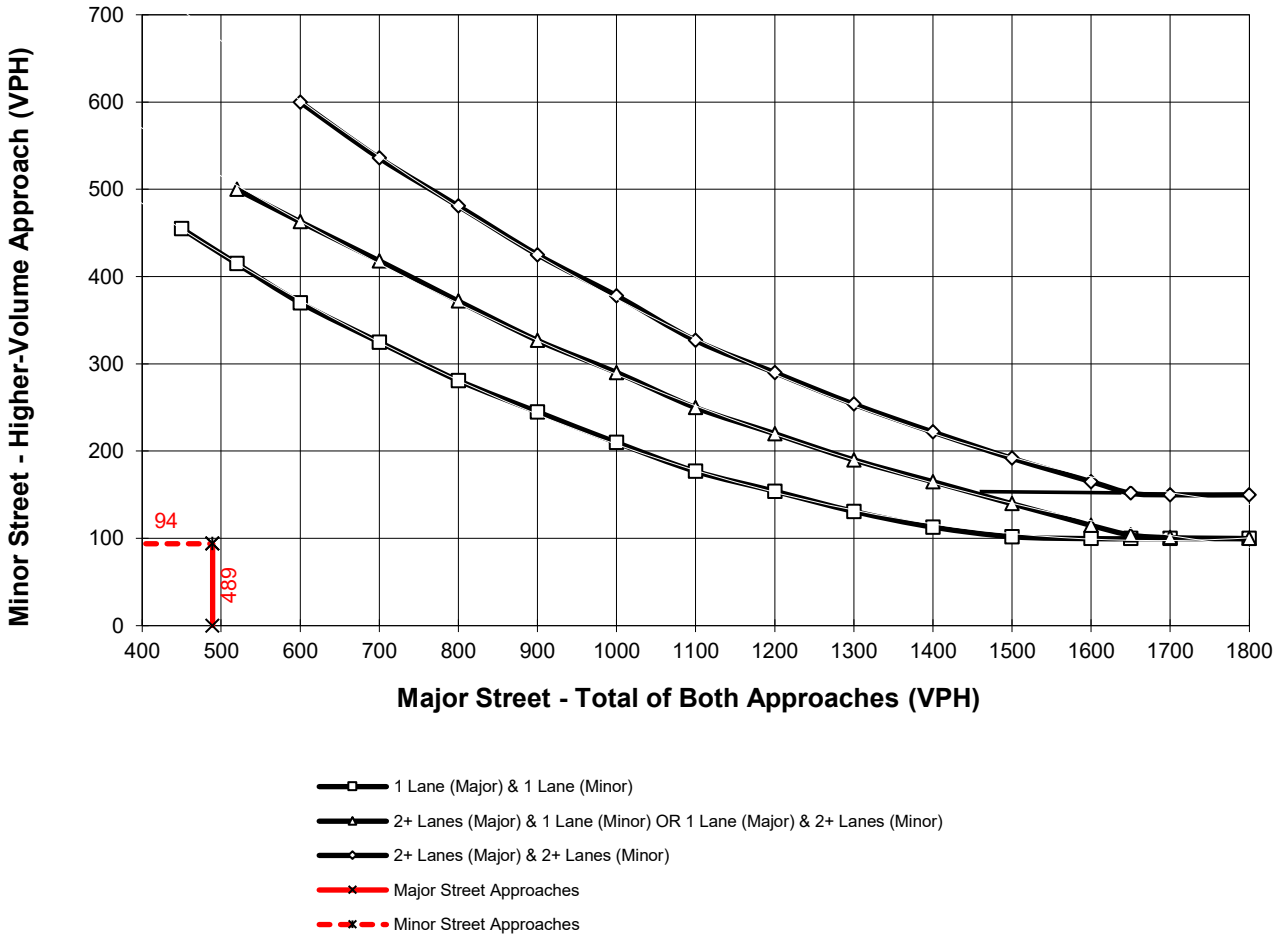
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2027) Conditions - Weekday PM Peak Hour**

Major Street Name = **Ontario Av.**
Total of Both Approaches (VPH) = **489**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenida Del Vista**
High Volume Approach (VPH) = **94**
Number of Approach Lanes On Minor Street = **1**

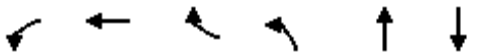
SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 5.3: EAP (2027) CONDITIONS QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	69	73	42	605	474	772
v/c Ratio	0.57	0.57	0.21	0.88	0.16	0.90dr
Control Delay	56.5	56.1	3.9	36.3	0.7	25.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	1.0
Total Delay	56.5	56.1	3.9	36.5	0.7	26.4
Queue Length 50th (ft)	34	36	0	289	4	183
Queue Length 95th (ft)	#100	#102	5	#405	5	240
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	122	127	197	761	3001	1195
Starvation Cap Reductn	0	0	0	8	0	197
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.57	0.21	0.80	0.16	0.77

Intersection Summary

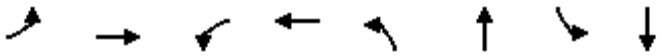
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	141	142	153	1227	38	245
v/c Ratio	0.60	0.60	0.43	0.39	0.24	0.09
Control Delay	42.0	42.1	9.2	7.1	25.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	42.1	9.2	7.1	25.4	4.3
Queue Length 50th (ft)	70	71	0	81	12	19
Queue Length 95th (ft)	120	121	46	143	m20	41
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	413	415	505	3123	207	2589
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	69	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.34	0.30	0.40	0.18	0.09

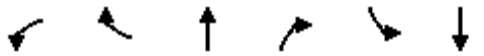
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	103	52	227	213	56	937	45	338
v/c Ratio	0.31	0.10	0.56	0.34	0.26	0.63	0.13	0.23
Control Delay	22.6	9.1	26.5	6.1	34.2	17.1	33.6	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Total Delay	22.6	9.1	26.5	6.1	34.3	17.2	33.6	14.3
Queue Length 50th (ft)	31	3	73	4	20	146	8	44
Queue Length 95th (ft)	85	28	175	54	66	273	29	97
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	818	1224	1009	1236	342	2985	472	2913
Starvation Cap Reductn	0	0	0	0	37	793	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.04	0.22	0.17	0.18	0.43	0.10	0.12

Intersection Summary



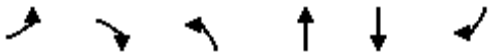
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	140	154	882	55	48	580
v/c Ratio	0.41	0.36	0.54	0.07	0.20	0.28
Control Delay	24.3	7.5	12.1	4.4	25.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	24.3	7.5	12.1	4.4	25.8	5.1
Queue Length 50th (ft)	37	0	100	1	13	32
Queue Length 95th (ft)	100	43	183	18	47	64
Internal Link Dist (ft)	258		763			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	1218	1123	3459	1515	577	3539
Starvation Cap Reductn	0	0	0	0	21	1509
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.14	0.25	0.04	0.09	0.29

Intersection Summary



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	81	36	4	853	13	707
v/c Ratio	0.24	0.09	0.02	0.37	0.07	0.58
Control Delay	20.2	12.5	30.0	7.5	29.2	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	20.2	12.5	30.0	7.5	29.2	11.3
Queue Length 50th (ft)	14	2	1	56	3	108
Queue Length 95th (ft)	72	29	13	192	25	408
Internal Link Dist (ft)	948	869		423		763
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	694	791	322	3414	322	1781
Starvation Cap Reductn	0	0	0	140	0	150
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.05	0.01	0.26	0.04	0.43

Intersection Summary



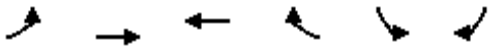
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	145	7	30	722	239	463
v/c Ratio	0.16	0.01	0.13	0.42	0.28	0.48
Control Delay	13.9	0.0	21.7	7.7	9.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	13.9	0.0	21.7	7.7	9.6	3.2
Queue Length 50th (ft)	9	0	5	45	26	0
Queue Length 95th (ft)	47	0	36	100	110	47
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	1898	928	454	3463	1795	1507
Starvation Cap Reductn	0	0	0	0	0	192
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.01	0.07	0.21	0.13	0.35

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	4	24	24	66	6	295	309
v/c Ratio	0.01	0.09	0.09	0.18	0.03	0.11	0.12
Control Delay	0.0	16.8	16.8	1.0	25.8	6.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	16.8	16.8	1.0	25.8	6.8	9.0
Queue Length 50th (ft)	0	5	5	0	1	11	11
Queue Length 95th (ft)	0	22	22	1	14	76	96
Internal Link Dist (ft)	323		1076			613	246
Turn Bay Length (ft)		360		360	120		
Base Capacity (vph)	316	957	967	961	197	2586	2496
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	0.01	0.03	0.02	0.07	0.03	0.11	0.12

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	193	374	1170	144	171	220
v/c Ratio	0.68	0.14	0.60	0.16	0.47	0.60
Control Delay	43.9	2.8	14.8	2.5	37.3	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	2.8	14.8	2.5	37.3	12.4
Queue Length 50th (ft)	90	19	199	0	42	0
Queue Length 95th (ft)	146	33	257	22	63	48
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	312	2709	1934	920	519	426
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.14	0.60	0.16	0.33	0.52

Intersection Summary

Intersection	
Intersection Delay, s/veh	72.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	14	41	174	53	312	31	258	117	49	174	2
Future Vol, veh/h	2	14	41	174	53	312	31	258	117	49	174	2
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	17	50	212	65	380	38	315	143	60	212	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.8	119.6	46.4	20.2
HCM LOS	B	F	E	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	22%
Vol Thru, %	64%	25%	10%	77%
Vol Right, %	29%	72%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	57	539	225
LT Vol	31	2	174	49
Through Vol	258	14	53	174
RT Vol	117	41	312	2
Lane Flow Rate	495	70	657	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.903	0.151	1.176	0.552
Departure Headway (Hd)	7.124	8.288	6.44	7.882
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	515	435	565	461
Service Time	5.124	6.288	4.446	5.882
HCM Lane V/C Ratio	0.961	0.161	1.163	0.594
HCM Control Delay	46.4	12.8	119.6	20.2
HCM Lane LOS	E	B	F	C
HCM 95th-tile Q	10.4	0.5	23	3.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	6	2	389	380	9
Future Vol, veh/h	18	6	2	389	380	9
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	3	540	528	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1108	562	568	0	-	0
Stage 1	562	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	232	526	1004	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	512	978	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	978	-	384	-	-
HCM Lane V/C Ratio	0.003	-	0.087	-	-
HCM Control Delay (s)	8.7	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	1	0	4	2	373	0	2	377	7
Future Vol, veh/h	14	0	4	1	0	4	2	373	0	2	377	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	4	1	0	4	2	405	0	2	410	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	829	827	414	829	831	405	418	0	0	405	0	0
Stage 1	418	418	-	409	409	-	-	-	-	-	-	-
Stage 2	411	409	-	420	422	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	290	307	638	290	305	646	1141	-	-	1154	-	-
Stage 1	612	591	-	619	596	-	-	-	-	-	-	-
Stage 2	618	596	-	611	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	287	306	638	287	304	646	1141	-	-	1154	-	-
Mov Cap-2 Maneuver	287	306	-	287	304	-	-	-	-	-	-	-
Stage 1	611	590	-	618	595	-	-	-	-	-	-	-
Stage 2	613	595	-	606	587	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	12	0	0
HCM LOS	C	B		

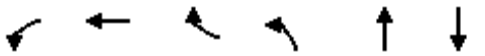
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1141	-	-	327	517	1154	-	-
HCM Lane V/C Ratio	0.002	-	-	0.06	0.011	0.002	-	-
HCM Control Delay (s)	8.2	0	-	16.7	12	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Intersection Delay, s/veh	65.8
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	82	179	350	301	82
Future Vol, veh/h	26	82	179	350	301	82
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	121	263	515	443	121
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	12.3	104.5	27.4
HCM LOS	B	F	D

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	34%	24%	0%
Vol Thru, %	66%	0%	79%
Vol Right, %	0%	76%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	529	108	383
LT Vol	179	26	0
Through Vol	350	0	301
RT Vol	0	82	82
Lane Flow Rate	778	159	563
Geometry Grp	1	1	1
Degree of Util (X)	1.15	0.278	0.809
Departure Headway (Hd)	5.321	6.705	5.446
Convergence, Y/N	Yes	Yes	Yes
Cap	685	540	670
Service Time	3.321	4.705	3.446
HCM Lane V/C Ratio	1.136	0.294	0.84
HCM Control Delay	104.5	12.3	27.4
HCM Lane LOS	F	B	D
HCM 95th-tile Q	24.6	1.1	8.3



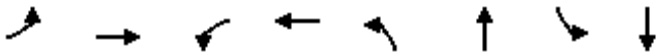
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	169	170	78	163	548	930
v/c Ratio	0.67	0.67	0.25	0.61	0.21	0.56
Control Delay	44.7	45.0	7.8	42.7	5.6	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.3
Total Delay	44.7	45.0	7.8	42.7	5.6	18.6
Queue Length 50th (ft)	84	85	0	88	60	160
Queue Length 95th (ft)	142	142	28	114	26	253
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	334	334	385	340	2555	1672
Starvation Cap Reductn	0	0	0	0	0	581
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	0.20	0.48	0.21	0.85

Intersection Summary



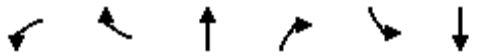
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	184	183	503	623	179	618
v/c Ratio	0.45	0.45	0.88	0.29	0.68	0.28
Control Delay	27.8	27.7	30.7	9.7	34.4	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	27.7	30.7	9.7	34.4	9.7
Queue Length 50th (ft)	80	78	119	39	59	40
Queue Length 95th (ft)	129	128	229	71	126	138
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	540	543	680	2163	296	2233
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.34	0.74	0.29	0.60	0.28

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	105	95	55	57	563	200	876
v/c Ratio	0.35	0.23	0.30	0.13	0.26	0.49	0.39	0.55
Control Delay	23.3	10.4	22.6	10.6	30.5	15.9	27.1	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	10.4	22.6	10.6	30.5	15.9	27.1	14.9
Queue Length 50th (ft)	32	9	26	4	16	62	29	108
Queue Length 95th (ft)	90	48	76	31	64	153	84	254
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	961	1208	918	1191	421	2993	1211	3246
Starvation Cap Reductn	0	0	0	0	33	744	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.09	0.10	0.05	0.15	0.25	0.17	0.27

Intersection Summary



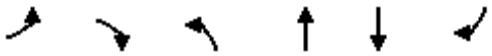
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	18	35	578	29	80	931
v/c Ratio	0.07	0.13	0.26	0.03	0.24	0.31
Control Delay	17.0	9.3	7.5	4.6	16.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	9.3	7.5	4.6	16.3	2.3
Queue Length 50th (ft)	2	0	25	0	10	0
Queue Length 95th (ft)	18	19	91	11	47	67
Internal Link Dist (ft)	258		763			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	889	800	3539	1549	1349	3539
Starvation Cap Reductn	0	0	0	0	41	400
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.04	0.16	0.02	0.06	0.30

Intersection Summary



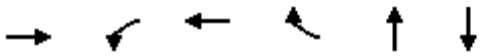
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	56	13	15	557	30	928
v/c Ratio	0.17	0.04	0.09	0.20	0.16	0.62
Control Delay	10.8	0.2	41.4	5.7	40.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7
Total Delay	10.8	0.2	41.4	5.7	40.9	10.6
Queue Length 50th (ft)	0	0	5	33	10	177
Queue Length 95th (ft)	34	0	34	115	55	660
Internal Link Dist (ft)	948	869		423		763
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	572	645	242	3288	242	1719
Starvation Cap Reductn	0	0	0	0	0	432
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.06	0.17	0.12	0.72

Intersection Summary



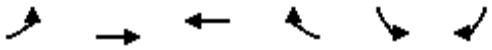
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	235	38	6	336	822	74
v/c Ratio	0.32	0.09	0.04	0.16	0.76	0.08
Control Delay	23.7	0.4	34.2	4.8	15.0	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	0.4	34.2	4.8	15.0	1.2
Queue Length 50th (ft)	28	0	2	18	141	0
Queue Length 95th (ft)	100	0	17	42	470	11
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	1213	618	169	3335	1753	1462
Starvation Cap Reductn	0	0	0	0	79	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.06	0.04	0.10	0.49	0.05

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	7	117	118	106	272	609
v/c Ratio	0.02	0.36	0.37	0.26	0.13	0.29
Control Delay	0.2	20.2	20.3	3.7	7.9	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	20.2	20.3	3.7	7.9	8.6
Queue Length 50th (ft)	0	29	29	0	12	31
Queue Length 95th (ft)	0	73	73	18	69	154
Internal Link Dist (ft)	323		1076		613	246
Turn Bay Length (ft)		360		360		
Base Capacity (vph)	300	909	909	920	2077	2077
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.13	0.13	0.12	0.13	0.29

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	193	1399	459	76	570	272
v/c Ratio	0.66	0.62	0.32	0.11	0.70	0.46
Control Delay	41.7	10.4	17.4	4.9	33.0	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	10.4	17.4	4.9	33.0	6.4
Queue Length 50th (ft)	90	197	80	0	134	0
Queue Length 95th (ft)	151	257	122	25	188	57
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	358	2242	1450	685	819	585
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.62	0.32	0.11	0.70	0.46

Intersection Summary

Simtraffic Queuing Worksheets

Peak Hour Freeway Queuing Summary for EAP (2027) Conditions

Intersections	Movement	Available Stacking Distance (Feet)	Existing (2023) 95th Percentile Queue (Feet)[2] AM Peak Hour	Existing (2023) 95th Percentile Queue (Feet)[2] PM Peak Hour	Existing (2023) Acceptable? [1] AM	Existing (2023) Acceptable? [1] PM	EAP (2027) 95th Percentile Queue (Feet)[2] AM Peak Hour	EAP (2027) 95th Percentile Queue (Feet)[2] PM Peak Hour	EAP (2027) Acceptable? [1] AM	EAP (2027) Acceptable? [1] PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	348	135	Yes	Yes	335	140	Yes	Yes
	NBT	365	72	93	Yes	Yes	77	106	Yes	Yes
	SBT	200	**287**	**213**	**No**	**No**	**424**	**372**	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	159	90	Yes	Yes	184	157	Yes	Yes
	SBL	365	55	154	Yes	Yes	65	149	Yes	Yes
	SBT	365	86	158	Yes	Yes	76	197	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	62	53	Yes	Yes	78	76	Yes	Yes
	NBT/R	110	**135**	**129**	**No**	**No**	**130**	**130**	**No**	**No**
	SBL	150	53	100	Yes	Yes	59	98	Yes	Yes
	SBT/R	400	150	298	Yes	Yes	168	376	Yes	Yes
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	467	159	Yes	Yes	**842**	267	**No**	Yes
	NBR	145	131	19	Yes	Yes	**210**	62	**No**	Yes
	SBL	110	56	70	Yes	Yes	70	85	Yes	Yes
	SBT	110	94	101	Yes	Yes	101	**124**	Yes	**No**
	WBL	95	**111**	36	**No**	Yes	**126**	41	**No**	Yes
	WBR	245	94	39	Yes	Yes	128	50	Yes	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	73	34	Yes[3]	Yes	23	34	Yes	Yes
	NBT/R	385	140	122	Yes	Yes	267	137	Yes	Yes
	SBL	50	99	60	Yes[3]	Yes[3]	43	61	Yes	Yes[3]
	SBT/R	750	102	255	Yes	Yes	199	278	Yes	Yes
12 Serfas Club Dr. & Palisades Dr.	NBL	100	51	23	Yes	Yes	30	11	Yes	Yes
	NBT/R	345	73	34	Yes	Yes	155	84	Yes	Yes
	SBT	385	102	96	Yes	Yes	94	263	Yes	Yes
	SBR	100	99	242	Yes	No	**116**	98	**No**	Yes
21 Paseo Grande & Via Del Rio	NBL/T/R	560	104	59	Yes	Yes	134	65	Yes	Yes
	SBL/T/R	1,350	80	119	Yes	Yes	85	138	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	104	7	Yes	Yes	7	7	Yes	Yes
	SBT/R	560	80	0	Yes	Yes	0	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection				0	11	Yes	Yes
	SBL/T/R	230					14	4	Yes	Yes
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	123	54	Yes	Yes	150	53	Yes	Yes
	SBT/R	330	84	52	Yes	Yes	91	55	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile queues reported from the Simtraffic software.

[3] Additional storage can be accomodated within the two-way left-turn lane.

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	87	177	58	362	131	52	338	336
Average Queue (ft)	14	84	22	206	21	14	220	303
95th Queue (ft)	52	149	51	335	77	45	424	364
Link Distance (ft)	2344	2344		396	396	396	296	296
Upstream Blk Time (%)				0			25	51
Queuing Penalty (veh)				1			0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	170	140	88	209	144	211	76	51	106
Average Queue (ft)	87	72	39	75	43	93	28	8	28
95th Queue (ft)	145	118	67	161	109	184	65	32	76
Link Distance (ft)	879	879		419	419	419	396	396	396
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			600						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	106	84	245	171	87	117	131	44	66	51	213
Average Queue (ft)	51	27	115	66	37	68	102	7	28	11	88
95th Queue (ft)	86	65	195	125	78	116	130	29	59	38	168
Link Distance (ft)		357	376	376	92	92	92			419	419
Upstream Blk Time (%)					2	4	17				
Queuing Penalty (veh)					5	12	55				
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	6	0									
Queuing Penalty (veh)	3	0									

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	153	183	607	801	195	84	97	122
Average Queue (ft)	72	67	50	422	69	33	39	42
95th Queue (ft)	126	128	274	842	210	70	86	101
Link Distance (ft)	3047	3047	777	777		92	92	92
Upstream Blk Time (%)			0	3		0	0	1
Queuing Penalty (veh)			0	12		1	1	2
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				38				
Queuing Penalty (veh)				20				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	83	61	40	228	314	70	268
Average Queue (ft)	38	22	3	36	135	12	97
95th Queue (ft)	70	51	23	127	267	43	199
Link Distance (ft)	992	902		394	394		777
Upstream Blk Time (%)					1		
Queuing Penalty (veh)					3		
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			0	1		1	12
Queuing Penalty (veh)			1	0		8	1

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	L	T	TR	T	R
Maximum Queue (ft)	35	84	47	129	202	154	145
Average Queue (ft)	6	23	10	19	89	39	63
95th Queue (ft)	20	60	30	68	155	94	116
Link Distance (ft)	1015	1015			1203	394	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			100	100			100
Storage Blk Time (%)				0	3	3	1
Queuing Penalty (veh)				0	11	12	3

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	288	186	106
Average Queue (ft)	23	135	79	52
95th Queue (ft)	42	249	134	85
Link Distance (ft)	1265	314	553	651
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	39	8
Average Queue (ft)	13	1
95th Queue (ft)	37	7
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	45	34	21
Average Queue (ft)	15	5	1
95th Queue (ft)	41	24	14
Link Distance (ft)	482	354	231
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 24: Paseo Grande & Pine Crest Dr.

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	74	186	105
Average Queue (ft)	38	89	63
95th Queue (ft)	64	150	91
Link Distance (ft)	3047	667	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 151

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	192	216	57	176	100	125	316	346
Average Queue (ft)	59	125	28	83	38	46	134	253
95th Queue (ft)	129	193	51	140	84	106	321	372
Link Distance (ft)	2344	2344		396	396	396	296	296
Upstream Blk Time (%)							8	17
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	206	254	265	102	130	190	161	148	232
Average Queue (ft)	58	128	130	31	55	90	90	35	109
95th Queue (ft)	138	211	226	78	106	157	149	96	197
Link Distance (ft)	879	879		419	419	419	396	396	396
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			600						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	110	148	138	91	92	92	125	92	112	72	404
Average Queue (ft)	58	55	54	28	37	37	92	42	68	20	217
95th Queue (ft)	98	116	106	64	76	92	130	80	98	57	376
Link Distance (ft)		357	376	376	92	92	92			419	419
Upstream Blk Time (%)					1	0	14				0
Queuing Penalty (veh)					2	0	27				1
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	8	4									
Queuing Penalty (veh)	8	5									

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	45	64	63	338	118	90	130	133
Average Queue (ft)	15	21	11	134	10	47	49	53
95th Queue (ft)	41	50	43	267	62	85	119	124
Link Distance (ft)	3047	3047	777	777		92	92	92
Upstream Blk Time (%)						2	1	2
Queuing Penalty (veh)						5	4	7
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				7				
Queuing Penalty (veh)				2				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	95	34	35	89	171	81	335
Average Queue (ft)	37	10	10	15	65	24	132
95th Queue (ft)	77	33	34	53	137	61	278
Link Distance (ft)	992	902		394	394		777
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			1	1		4	12
Queuing Penalty (veh)			2	0		35	4

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	109	155	52	15	27	100	289	150
Average Queue (ft)	15	62	2	2	6	43	131	26
95th Queue (ft)	55	121	20	11	23	84	263	98
Link Distance (ft)	1015	1015				1203	394	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)						0	12	0
Queuing Penalty (veh)						0	9	0

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	77	78	166
Average Queue (ft)	17	38	41	84
95th Queue (ft)	38	63	65	138
Link Distance (ft)	1265	314	553	651
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	34	8
Average Queue (ft)	13	1
95th Queue (ft)	36	7
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	29	20	7
Average Queue (ft)	11	3	1	0
95th Queue (ft)	33	19	11	4
Link Distance (ft)	482	354	273	231
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Paseo Grande & Pine Crest Dr.

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	71	60	66
Average Queue (ft)	36	35	37
95th Queue (ft)	62	53	55
Link Distance (ft)	3047	667	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 111

APPENDIX 5.4: EAP (2027) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	69	657	496	274
Demand Flow Rate, veh/h	70	670	506	279
Vehicles Circulating, veh/h	493	362	80	321
Vehicles Exiting, veh/h	107	224	483	711
Ped Vol Crossing Leg, #/h	15	2	0	5
Ped Cap Adj	0.998	1.000	1.000	0.999
Approach Delay, s/veh	5.2	15.9	6.8	6.5
Approach LOS	A	C	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	70	670	506	279
Cap Entry Lane, veh/h	835	954	1272	995
Entry HV Adj Factor	0.981	0.980	0.980	0.981
Flow Entry, veh/h	69	657	496	274
Cap Entry, veh/h	817	935	1246	975
V/C Ratio	0.084	0.703	0.398	0.281
Control Delay, s/veh	5.2	15.9	6.8	6.5
LOS	A	C	A	A
95th %tile Queue, veh	0	6	2	1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	558	564	492
Demand Flow Rate, veh/h	0	569	575	502
Vehicles Circulating, veh/h	689	417	284	187
Vehicles Exiting, veh/h	0	442	405	799
Ped Vol Crossing Leg, #/h	0	0	0	13
Ped Cap Adj	1.000	1.000	1.000	0.998
Approach Delay, s/veh	0.0	7.3	6.6	8.0
Approach LOS	-	A	A	A

Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.329	0.671	0.725	0.275	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	0	187	382	417	158	502
Cap Entry Lane, veh/h	683	972	972	1097	1097	1140
Entry HV Adj Factor	1.000	0.979	0.982	0.980	0.981	0.980
Flow Entry, veh/h	0	183	375	409	155	492
Cap Entry, veh/h	683	951	954	1075	1076	1115
V/C Ratio	0.000	0.192	0.393	0.380	0.144	0.441
Control Delay, s/veh	5.3	5.6	8.2	7.3	4.6	8.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	1	2	2	1	2

Intersection	
Intersection Delay, s/veh	6.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	40	194	159	501
Demand Flow Rate, veh/h	41	197	162	510
Vehicles Circulating, veh/h	552	105	410	81
Vehicles Exiting, veh/h	39	467	183	221
Ped Vol Crossing Leg, #/h	2	2	0	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.2	4.3	5.8	6.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	41	197	162	510
Cap Entry Lane, veh/h	786	1240	908	1270
Entry HV Adj Factor	0.984	0.982	0.982	0.981
Flow Entry, veh/h	40	194	159	501
Cap Entry, veh/h	773	1218	892	1247
V/C Ratio	0.052	0.159	0.178	0.401
Control Delay, s/veh	5.2	4.3	5.8	6.8
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	2

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

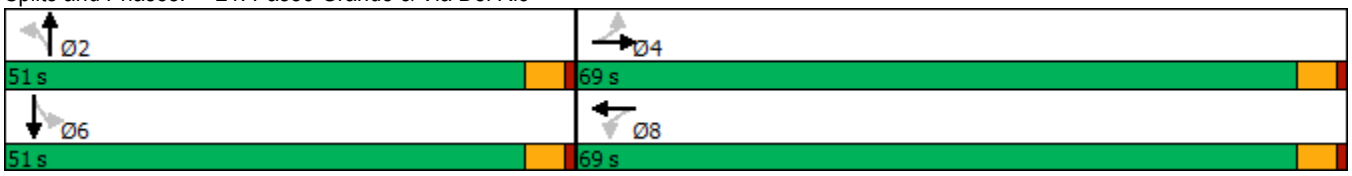
Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1	140	202	178
Demand Flow Rate, veh/h	1	143	207	181
Vehicles Circulating, veh/h	276	78	69	95
Vehicles Exiting, veh/h	0	198	208	126
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.3	3.4	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.664	0.336	0.377	0.623	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	1	95	48	78	129	181
Cap Entry Lane, veh/h	1041	1323	1323	1334	1334	1252
Entry HV Adj Factor	0.980	0.979	0.979	0.980	0.977	0.982
Flow Entry, veh/h	1	93	47	76	126	178
Cap Entry, veh/h	1021	1295	1295	1308	1303	1230
V/C Ratio	0.001	0.072	0.036	0.058	0.097	0.145
Control Delay, s/veh	3.5	3.4	3.1	3.2	3.5	4.1
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	14	174	53	31	258	49	174
Future Volume (vph)	2	14	174	53	31	258	49	174
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	69.0	69.0	69.0	69.0	51.0	51.0	51.0	51.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		42.4		42.4		30.6		30.6
Actuated g/C Ratio		0.51		0.51		0.37		0.37
v/c Ratio		0.08		0.84		0.78		0.51
Control Delay		5.6		27.3		34.2		27.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		5.6		27.3		34.2		27.0
LOS		A		C		C		C
Approach Delay		5.6		27.3		34.2		27.0
Approach LOS		A		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 83.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 28.5	Intersection LOS: C
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	14	41	174	53	312	31	258	117	49	174	2
Future Volume (veh/h)	2	14	41	174	53	312	31	258	117	49	174	2
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	0.99		1.00	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	17	38	212	65	313	38	315	100	60	212	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	256	523	329	109	384	105	434	130	166	495	2
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	11	534	1091	484	227	803	80	1284	386	232	1465	6
Grp Volume(v), veh/h	57	0	0	590	0	0	453	0	0	273	0	0
Grp Sat Flow(s),veh/h/ln	1637	0	0	1513	0	0	1750	0	0	1704	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.2	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	16.6	0.0	0.0	11.4	0.0	0.0	5.7	0.0	0.0
Prop In Lane	0.04		0.67	0.36		0.53	0.08		0.22	0.22		0.00
Lane Grp Cap(c), veh/h	858	0	0	822	0	0	669	0	0	663	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.72	0.00	0.00	0.68	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	2148	0	0	2025	0	0	1674	0	0	1574	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	0.0	0.0	11.0	0.0	0.0	14.7	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.4	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	0.3	0.0	0.0	4.7	0.0	0.0	4.2	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	0.0	0.0	12.2	0.0	0.0	15.9	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		57			590			453			273	
Approach Delay, s/veh		7.1			12.2			15.9			13.3	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.5		28.6		21.5		28.6				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		46.4		64.4		46.4		64.4				
Max Q Clear Time (g_c+I1), s		13.4		2.9		7.7		18.6				
Green Ext Time (p_c), s		3.5		0.4		2.0		5.5				

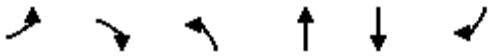
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	26	179	350	301
Future Volume (vph)	26	179	350	301
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6
Total Split (s)	21.6	98.4	98.4	98.4
Total Split (%)	18.0%	82.0%	82.0%	82.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	11.8		66.6	66.6
Actuated g/C Ratio	0.13		0.76	0.76
v/c Ratio	0.50		0.89	0.41
Control Delay	21.4		22.5	4.3
Queue Delay	0.0		0.0	0.0
Total Delay	21.4		22.5	4.3
LOS	C		C	A
Approach Delay	21.4		22.5	4.3
Approach LOS	C		C	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	82	179	350	301	82
Future Volume (veh/h)	26	82	179	350	301	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	92	263	515	443	92
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	67	163	345	608	1068	222
Arrive On Green	0.14	0.14	0.71	0.71	0.71	0.71
Sat Flow, veh/h	476	1151	378	852	1496	311
Grp Volume(v), veh/h	131	0	778	0	0	535
Grp Sat Flow(s),veh/h/ln	1639	0	1229	0	0	1806
Q Serve(g_s), s	4.8	0.0	26.5	0.0	0.0	7.7
Cycle Q Clear(g_c), s	4.8	0.0	34.3	0.0	0.0	7.7
Prop In Lane	0.29	0.70	0.34			0.17
Lane Grp Cap(c), veh/h	232	0	954	0	0	1290
V/C Ratio(X)	0.57	0.00	0.82	0.00	0.00	0.41
Avail Cap(c_a), veh/h	437	0	1973	0	0	2658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	8.7	0.0	0.0	3.7
Incr Delay (d2), s/veh	2.2	0.0	1.8	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	6.9	0.0	0.0	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.7	0.0	10.4	0.0	0.0	3.9
LnGrp LOS	C	A	B	A	A	A
Approach Vol, veh/h	131			778	535	
Approach Delay, s/veh	27.7			10.4	3.9	
Approach LOS	C			B	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		50.3		13.6		50.3
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		93.8		17.0		93.8
Max Q Clear Time (g_c+I1), s		36.3		6.8		9.7
Green Ext Time (p_c), s		9.7		0.2		4.5

Intersection Summary		
HCM 6th Ctrl Delay	9.6	
HCM 6th LOS	A	

Notes

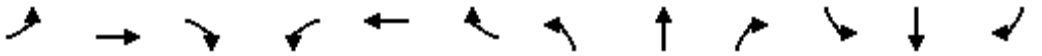
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	119	244	266	101	181	139	
Future Volume (vph)	119	244	266	101	181	139	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	4
Permitted Phases	8	8		2	6		
Detector Phase	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
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	31.0	31.0	89.0	89.0	89.0	89.0	31.0
Total Split (%)	25.8%	25.8%	74.2%	74.2%	74.2%	74.2%	26%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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	
Total Lost Time (s)	4.6	4.6	4.6	4.6		4.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	Min	Min	None
Act Effct Green (s)	15.2	15.2	35.5	35.5		35.5	
Actuated g/C Ratio	0.25	0.25	0.58	0.58		0.58	
v/c Ratio	0.52	0.50	0.38	0.16		0.80	
Control Delay	30.6	2.4	7.7	1.5		20.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	30.6	2.4	7.7	1.5		20.8	
LOS	C	A	A	A		C	
Approach Delay			6.0			20.8	
Approach LOS			A			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 61.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	119	0	244	0	266	101	181	139	0
Future Volume (veh/h)	0	0	0	119	0	244	0	266	101	181	139	0
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		0.97	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	183	0	290	0	409	117	278	214	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	459	0	573	459	379	0	1087	921	405	284	0
Arrive On Green	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.58	0.58	0.58	0.58	0.00
Sat Flow, veh/h	0	1870	0	1781	1870	1543	0	1870	1585	514	489	0
Grp Volume(v), veh/h	0	0	0	183	0	290	0	409	117	492	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	1870	1543	0	1870	1585	1004	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.6	0.0	9.3	0.0	6.2	1.8	17.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.6	0.0	9.3	0.0	6.2	1.8	23.4	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.57		0.00
Lane Grp Cap(c), veh/h	0	459	0	573	459	379	0	1087	921	689	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.32	0.00	0.77	0.00	0.38	0.13	0.71	0.00	0.00
Avail Cap(c_a), veh/h	0	930	0	1021	930	767	0	2972	2519	1839	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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.8	0.0	18.6	0.0	6.0	5.0	10.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	3.3	0.0	0.2	0.1	1.4	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	0.0	0.0	1.7	0.0	3.2	0.0	1.9	0.5	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	17.2	0.0	21.9	0.0	6.2	5.1	12.1	0.0	0.0
LnGrp LOS	A	A	A	B	A	C	A	A	A	B	A	A
Approach Vol, veh/h		0			473			526			492	
Approach Delay, s/veh		0.0			20.0			5.9			12.1	
Approach LOS					C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.5		17.6		35.5		17.6				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		84.4		26.4		84.4		26.4				
Max Q Clear Time (g_c+I1), s		8.2		0.0		25.4		11.3				
Green Ext Time (p_c), s		3.5		0.0		5.5		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	31	50	23	3	91	344	116
Future Volume (vph)	3	31	50	23	3	91	344	116
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	34.0	34.0	34.0	34.0	86.0	86.0	86.0	86.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7%	71.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		11.9		11.9		26.8		26.8
Actuated g/C Ratio		0.25		0.25		0.55		0.55
v/c Ratio		0.09		0.46		0.16		0.71
Control Delay		16.4		16.8		4.0		14.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		16.4		16.8		4.0		14.4
LOS		B		B		A		B
Approach Delay		16.4		16.8		4.0		14.4
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	31	4	50	23	110	3	91	55	344	116	11
Future Volume (veh/h)	3	31	4	50	23	110	3	91	55	344	116	11
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	33	4	53	24	117	3	97	59	366	123	12
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	415	47	204	92	247	110	516	306	646	180	16
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	41	1590	181	272	352	949	7	1093	649	986	382	34
Grp Volume(v), veh/h	40	0	0	194	0	0	159	0	0	501	0	0
Grp Sat Flow(s),veh/h/ln	1812	0	0	1573	0	0	1749	0	0	1402	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.4	0.0	0.0	1.8	0.0	0.0	9.7	0.0	0.0
Prop In Lane	0.07		0.10	0.27		0.60	0.02		0.37	0.73		0.02
Lane Grp Cap(c), veh/h	585	0	0	543	0	0	932	0	0	843	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.36	0.00	0.00	0.17	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	1635	0	0	1449	0	0	4221	0	0	3399	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	10.6	0.0	0.0	5.3	0.0	0.0	7.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.7	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	0.0	0.0	1.0	0.0	0.0	0.4	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	0.0	11.0	0.0	0.0	5.4	0.0	0.0	7.8	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		40			194			159			501	
Approach Delay, s/veh		9.7			11.0			5.4			7.8	
Approach LOS		A			B			A			A	

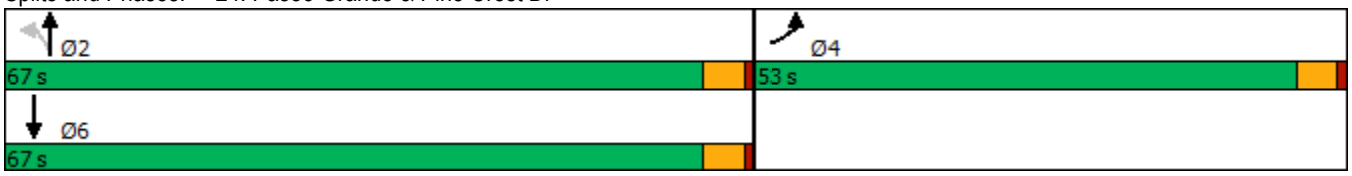
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.8		13.6		20.8		13.6				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		81.4		29.4		81.4		29.4				
Max Q Clear Time (g_c+I1), s		3.8		2.6		11.7		5.4				
Green Ext Time (p_c), s		1.1		0.2		4.5		1.2				

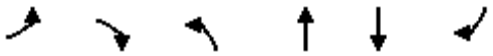
Intersection Summary												
HCM 6th Ctrl Delay			8.2									
HCM 6th LOS			A									

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	41	17	90	107
Future Volume (vph)	41	17	90	107
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6
Total Split (s)	53.0	67.0	67.0	67.0
Total Split (%)	44.2%	55.8%	55.8%	55.8%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	11.5		21.0	21.0
Actuated g/C Ratio	0.31		0.57	0.57
v/c Ratio	0.20		0.12	0.15
Control Delay	5.7		7.4	6.9
Queue Delay	0.0		0.0	0.0
Total Delay	5.7		7.4	6.9
LOS	A		A	A
Approach Delay	5.7		7.4	6.9
Approach LOS	A		A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 37.1	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay: 6.7	Intersection LOS: A
Intersection Capacity Utilization 35.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	55	17	90	107	28
Future Volume (veh/h)	41	55	17	90	107	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	48	19	102	122	21
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	162	165	220	713	648	112
Arrive On Green	0.20	0.20	0.42	0.42	0.42	0.42
Sat Flow, veh/h	822	839	111	1703	1548	267
Grp Volume(v), veh/h	96	0	121	0	0	143
Grp Sat Flow(s),veh/h/ln	1678	0	1814	0	0	1815
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	1.2
Cycle Q Clear(g_c), s	1.2	0.0	1.0	0.0	0.0	1.2
Prop In Lane	0.49	0.50	0.16			0.15
Lane Grp Cap(c), veh/h	331	0	934	0	0	760
V/C Ratio(X)	0.29	0.00	0.13	0.00	0.00	0.19
Avail Cap(c_a), veh/h	3393	0	4725	0	0	4730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	4.3	0.0	0.0	4.4
Incr Delay (d2), s/veh	0.5	0.0	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	0.3	0.0	0.2	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	0.0	4.4	0.0	0.0	4.5
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	96			121	143	
Approach Delay, s/veh	8.7			4.4	4.5	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		14.6		9.3		14.6
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		62.4		48.4		62.4
Max Q Clear Time (g_c+I1), s		3.0		3.2		3.2
Green Ext Time (p_c), s		0.8		0.3		1.0

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

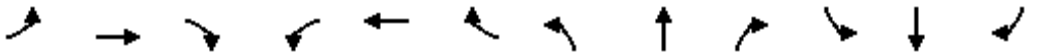
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	1	79	40	65	107	57	94
Future Volume (vph)	1	79	40	65	107	57	94
Turn Type	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	4			2			6
Permitted Phases		8	8		2	6	
Detector Phase	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
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	50.0	50.0	50.0	70.0	70.0	70.0	70.0
Total Split (%)	41.7%	41.7%	41.7%	58.3%	58.3%	58.3%	58.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6		4.6
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	11.4	11.4	11.4	18.7	18.7		18.7
Actuated g/C Ratio	0.33	0.33	0.33	0.53	0.53		0.53
v/c Ratio	0.00	0.20	0.04	0.08	0.14		0.20
Control Delay	7.0	9.6	0.1	7.5	2.7		8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	7.0	9.6	0.1	7.5	2.7		8.2
LOS	A	A	A	A	A		A
Approach Delay	7.0			4.5			8.2
Approach LOS	A			A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 35	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay: 6.3	Intersection LOS: A
Intersection Capacity Utilization 36.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	79	0	40	0	65	107	57	94	0
Future Volume (veh/h)	0	1	0	79	0	40	0	65	107	57	94	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	0	93	0	35	0	76	97	67	111	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	442	0	620	442	374	0	744	631	360	493	0
Arrive On Green	0.00	0.24	0.00	0.24	0.00	0.24	0.00	0.40	0.40	0.40	0.40	0.00
Sat Flow, veh/h	0	1870	0	1416	1870	1585	0	1870	1585	409	1239	0
Grp Volume(v), veh/h	0	1	0	93	0	35	0	76	97	178	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1416	1870	1585	0	1870	1585	1648	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.4	0.0	0.6	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.4	0.0	0.4	0.0	0.6	1.0	1.6	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.38		0.00
Lane Grp Cap(c), veh/h	0	442	0	620	442	374	0	744	631	853	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.00	0.09	0.00	0.10	0.15	0.21	0.00	0.00
Avail Cap(c_a), veh/h	0	3378	0	2844	3378	2863	0	4866	4124	4275	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)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.3	0.0	7.9	0.0	7.5	0.0	4.8	4.9	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	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	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.1	0.2	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.3	0.0	8.0	0.0	7.6	0.0	4.8	5.0	5.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		1			128			173			178	
Approach Delay, s/veh		7.3			7.9			4.9			5.2	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.6		10.5		14.6		10.5				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		65.4		45.4		65.4		45.4				
Max Q Clear Time (g_c+I1), s		3.0		2.0		3.6		3.4				
Green Ext Time (p_c), s		0.8		0.0		1.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			5.8									
HCM 6th LOS			A									

APPENDIX 6.1: EAPC (2027) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 6.1 Summary-AM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Green River Rd. & SR-91 WB Ramps	TS	Delay:	22.2	30.6	--	**58.2**	24.9	0.1	0.0	0.0	30.4	30.8	--	--	--	**58.5**	0.0	**57.0**
		LOS:	C	C		**E**	C	A	A	A	C	C				**E**	A	**E**
2 Green River Rd. & SR-91 EB Ramps	TS	Delay:	22.7	39.9	53.6	--	0.0	21.2	25.5	**77.4**	3.2	0.0	**49.1**	0.0	**55.0**	--	--	--
		LOS:	C	D	D		A	C	C	**E**	A	A	**D**	A	**E**			
3 Green River Rd. & Palisades Dr.	TS	Delay:	13.0	11.5	--	32.3	--	12.9	13.2	33.1	3.6	--	--	--	--	26.2	--	32.5
		LOS:	B	B		C		B	B	C	A					C		C
4 Driveway 1 & Frontage Rd.	CSS	Delay:	9.0	--	0.0	0.5	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A															
5 Auto Center Dr. & Wardlow Rd.	TS	Delay:	11.1	12.8	21.8	19.4	20.8	10.2	10.2	24.1	12.7	12.6	30.4	16.8	16.9	20.2	0.0	14.8
		LOS:	B	B	C	B	C	B	B	C	B	B	C	B	B	C	A	B
6 Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	18.5	28.5	--	50.4	33.8	0.1	0.0	0.0	19.2	33.3	--	--	--	52.0	51.5	35.8
		LOS:	B	C		D	C	A	A	A	B	C				D	D	D
7 Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	6.1	4.9	35.3	--	0.0	5.9	6.6	42.0	0.0	0.0	35.5	0.0	34.5	--	--	--
		LOS:	A	A	D		A	A	A	D	A	A	D	A	C			
8 Serfas Club Dr. & Frontage Rd.	TS	Delay:	15.0	12.9	18.1	19.1	27.6	14.4	14.3	24.8	10.3	10.3	19.2	0.0	15.3	20.3	0.0	16.4
		LOS:	B	B	B	B	C	B	B	C	B	B	B	A	B	C	A	B
9 Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	8.3	4.8	--	17.4	--	8.4	6.2	20.1	3.4	--	--	--	--	17.8	--	8.3
		LOS:	A	A		B		A	A	C	A					B		A
10 Driveway 2 & Pine Crest Dr.	CSS	Delay:	10.9	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B															
11 Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	7.9	10.7	17.1	16.5	31.0	7.8	7.8	26.0	0.0	10.4	17.1	0.0	0.0	16.5	0.0	0.0
		LOS:	A	B	B	B	C	A	A	C	A	B	B	A	A	B	A	A
12 Serfas Club Dr. & Palisades Dr.	TS	Delay:	6.6	11.6	--	0.0	19.8	5.7	0.0	0.0	9.9	12.8	12.8	--	--	0.0	0.0	0.0
		LOS:	A	B			B	A	A	A	A	B	B			A	A	A
13 Serfas Club Dr. & Green River Rd.	TS	Delay:	43.3	37.4	27.2	32.9	43.3	0.0	0.0	41.1	0.0	32.5	**55.3**	8.9	8.9	53.0	31.1	34.5
		LOS:	D	D	C	C	D	A	A	D	A	C	**E**	A	A	D	C	C
14 Driveway 3 & Frontage Rd.	CSS	Delay:	9.2	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A															
15 Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	10.7	0.3	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		B														
16 Maple St. & SR-91 WB Off-Ramp	TS	Delay:	4.7	6.4	34.8	20.1	29.9	4.2	0.0	0.0	6.4	6.4	34.8	0.0	0.0	19.9	0.0	20.5
		LOS:	A	A	C	C	C	A	A	A	A	A	C	A	A	B	A	C
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	37.9	18.4	12.5	--	--	--	33.5	--	44.6	49.4	2.9	--	--	12.9	8.9
		LOS:		D	B	B				C		D	D	A			B	A
18 Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	18.5	--	**58.2**	42.1	19.0	18.8	17.0	--	--	--	**83.8**	51.8	53.6	**59.4**	36.0	36.4
		LOS:	B		**E**	D	B	B	B				**F**	D	D	**E**	D	D
19 Paseo Grande & Frontage Rd.	AWS	Delay:	24.9	13.0	12.7	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C	B	B													

Table Appendix 6.1 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20	Paseo Grande & Via Santiago	AWS	Delay:	**>100.0**	19.1	14.6	18.3	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	C	B	C												
21	Paseo Grande & Via Del Rio	AWS	Delay:	**>100.0**	**50.0**	15.7	**>100.0**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**E**	C	**F**												
22	Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.0	0.0	18.1	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C													
23	Paseo Grande & Driveway 4/Driveway 5	CSS	Delay:	0.0	0.0	21.9	13.9	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C	B												
24	Paseo Grande & Pine Crest Dr.	AWS	Delay:	**>100.0**	74.5	13.3	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	F	B													
25	Paseo Grande & Ontario Av.	AWS	Delay:	**71.2**	**>100.0**	0.0	**47.3**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**		**E**												
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	53.7	28.9	19.2	16.0	0.0	53.7	0.0	28.5	0.0	29.0	32.6	6.6	6.6	**72.3**	16.2	10.2
			LOS:	D	C	B	B	A	D	A	C	A	C	C	A	A	**E**	B	B
27	Via Bernardo & 6th St.	TS	Delay:	21.9	0.0	7.4	9.4	22.1	0.0	21.3	0.0	0.0	0.0	49.3	7.3	7.3	30.7	8.8	0.0
			LOS:	C		A	A	C	A	C	A	A	A	D	A	A	C	A	A
28	Via Bernardo & Via Santiago	AWS	Delay:	8.8	8.2	8.7	10.2	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	B												
29	Via Bernardo & Via Del Rio	CSS	Delay:	--	16.5	0.6	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		C														
30	Kirkwood Dr. & Via Del Rio	CSS	Delay:	13.3	--	0.0	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
31	Avenida Del Vista & 6th St.	TS	Delay:	13.7	--	11.2	8.1	14.9	--	12.5	--	--	--	--	11.2	11.2	22.7	6.6	--
			LOS:	B		B	A	B		B					B	B	C	A	
32	Avenida Del Vista & Via Santiago	AWS	Delay:	14.1	13.3	14.0	18.1	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	B	C												
33	Avenida Del Vista & Via Del Rio	TS	Delay:	15.2	18.8	13.6	18.2	14.5	0.0	15.9	15.7	0.0	19.3	13.1	13.7	13.8	13.6	18.4	18.4
			LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34	Avenida Del Vista & Ontario Av.	AWS	Delay:	9.2	9.6	10.8	10.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	B	B												

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

Table Appendix 6.1 Summary-PM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Green River Rd. & SR-91 WB Ramps	TS	Delay:	29.8	13.2	--	50.0	48.3	0.2	0.0	0.0	13.2	13.3	--	--	--	51.0	0.0	45.8
			LOS:	C	B		D	D	A	A	A	B	B				D	A	D
2	Green River Rd. & SR-91 EB Ramps	TS	Delay:	40.0	34.6	34.5	--	0.0	39.2	41.6	**66.2**	25.2	0.0	17.3	0.0	36.9	--	--	--
			LOS:	D	C	C		A	D	D	**E**	C	A	B	A	D			
3	Green River Rd. & Palisades Dr.	TS	Delay:	11.7	7.8	--	21.7	--	11.6	11.8	24.1	5.8	--	--	--	--	20.1	--	22.0
			LOS:	B	A		C		B	B	C	A					C		C
4	Driveway 1 & Frontage Rd.	CSS	Delay:	9.2	--	0.0	1.3	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A															
5	Auto Center Dr. & Wardlow Rd.	TS	Delay:	14.8	17.9	23.9	27.4	27.5	11.8	11.8	31.5	17.8	17.7	29.0	20.8	21.9	28.0	0.0	18.1
			LOS:	B	B	C	C	C	B	B	C	B	B	C	C	C	C	A	B
6	Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	8.8	10.9	--	34.7	37.7	0.2	0.0	0.0	10.2	10.3	--	--	--	35.1	0.0	31.3
			LOS:	A	B		C	D	A	A	A	B	B				D	A	C
7	Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	12.5	8.7	31.3	--	0.0	12.0	13.2	40.4	0.2	0.0	28.3	0.0	35.2	--	--	--
			LOS:	B	A	C		A	B	B	D	A	A	C	A	D			
8	Serfas Club Dr. & Frontage Rd.	TS	Delay:	13.0	13.3	15.5	16.1	22.5	12.1	12.1	19.7	11.8	11.7	16.2	0.0	14.7	17.0	0.0	14.2
			LOS:	B	B	B	B	C	B	B	B	B	B	B	A	B	B	A	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	7.6	4.4	--	13.6	--	7.7	6.9	14.5	3.5	--	--	--	--	13.8	--	13.3
			LOS:	A	A		B		A	A	B	A					B		B
10	Driveway 2 & Pine Crest Dr.	CSS	Delay:	9.5	--	0.0	0.1	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A															
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	5.7	10.6	25.5	24.4	32.3	5.0	4.9	30.8	0.0	10.0	25.5	0.0	0.0	0.0	0.0	0.0
			LOS:	A	B	C	C	C	A	A	C	A	A	C	A	A	A	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	Delay:	5.7	11.7	--	0.0	29.8	3.7	0.0	0.0	12.5	6.5	21.9	--	--	0.0	0.0	0.0
			LOS:	A	B			C	A	A	A	B	A	C			A	A	A
13	Serfas Club Dr. & Green River Rd.	TS	Delay:	33.1	28.9	20.4	16.8	33.1	0.0	0.0	30.7	0.0	22.1	33.6	18.4	18.2	39.5	16.2	16.2
			LOS:	C	C	C	B	C	A	A	C	A	C	C	B	B	D	B	B
14	Driveway 3 & Frontage Rd.	CSS	Delay:	10.6	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
15	Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	9.2	0.4	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		A														
16	Maple St. & SR-91 WB Off-Ramp	TS	Delay:	4.9	5.7	33.1	20.5	0.0	4.9	0.0	0.0	5.7	0.0	33.1	0.0	0.0	20.6	0.0	19.7
			LOS:	A	A	C	C	A	A	A	A	A	A	C	A	A	C	A	B
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	32.6	14.6	15.1	--	--	--	33.4	--	29.6	44.0	10.2	--	--	15.3	13.5
			LOS:		C	B	B				C		C	D	B			B	B
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	39.1	--	43.5	43.2	38.6	38.6	40.1	--	--	--	**61.5**	37.7	45.0	**98.0**	16.2	16.3
			LOS:	D		D	D	D	D	D				**E**	D	D	**F**	B	B
19	Paseo Grande & Frontage Rd.	AWS	Delay:	11.9	**36.1**	13.9	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	**E**	D													

Table Appendix 6.1 Summary-PM

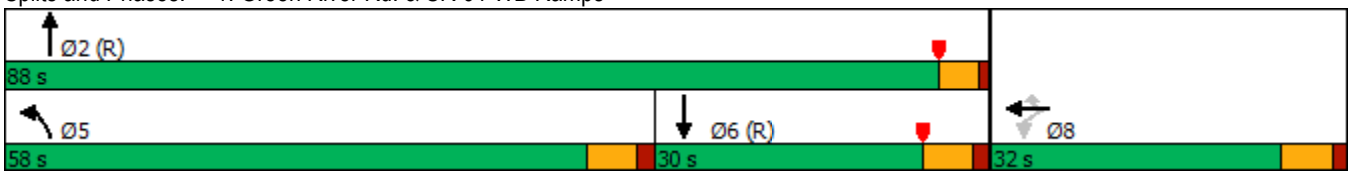
		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20	Paseo Grande & Via Santiago	AWS	Delay:	13.4	34.4	11.8	11.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	D	B	B												
21	Paseo Grande & Via Del Rio	AWS	Delay:	11.3	26.1	10.0	11.6	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	D	A	B												
22	Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	10.9	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B													
23	Paseo Grande & Driveway 4/Driveway 5	CSS	Delay:	0.2	0.2	11.6	10.1	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B	B												
24	Paseo Grande & Pine Crest Dr.	AWS	Delay:	9.0	8.8	8.4	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A													
25	Paseo Grande & Ontario Av.	AWS	Delay:	9.2	12.1	9.2	9.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	B	A	A												
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	49.4	23.6	13.2	10.1	49.4	0.0	0.0	23.8	0.0	23.6	27.7	11.2	11.1	53.8	10.1	8.9
			LOS:	D	C	B	B	D	A	A	C	A	C	C	B	B	D	B	A
27	Via Bernardo & 6th St.	TS	Delay:	24.6	0.0	10.4	7.0	24.6	0.0	24.6	0.0	0.0	0.0	52.2	10.4	10.4	34.0	5.7	0.0
			LOS:	C		B	A	C	A	C	A	A	A	D	B	B	C	A	A
28	Via Bernardo & Via Santiago	AWS	Delay:	7.9	8.3	8.6	8.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	A												
29	Via Bernardo & Via Del Rio	CSS	Delay:	--	14.2	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		B														
30	Kirkwood Dr. & Via Del Rio	CSS	Delay:	13.2	--	0.0	1.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
31	Avenida Del Vista & 6th St.	TS	Delay:	25.1	--	14.5	10.0	28.1	--	22.4	--	--	--	--	14.3	14.6	33.7	3.1	--
			LOS:	C		B	A	C		C					B	B	C	A	
32	Avenida Del Vista & Via Santiago	AWS	Delay:	11.1	12.0	11.9	11.3	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	B	B												
33	Avenida Del Vista & Via Del Rio	TS	Delay:	13.1	13.6	15.3	13.5	11.5	0.0	13.8	11.6	0.0	14.3	12.0	15.4	15.5	12.1	13.7	13.7
			LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34	Avenida Del Vista & Ontario Av.	AWS	Delay:	8.2	8.8	9.5	9.6	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	A												

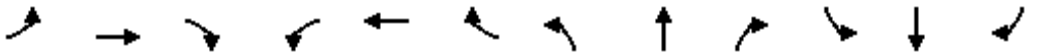
* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	134	3	116	1831	225	252
Future Volume (vph)	134	3	116	1831	225	252
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	32.0	32.0	32.0	58.0	88.0	30.0
Total Split (%)	26.7%	26.7%	26.7%	48.3%	73.3%	25.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	13.1	13.1	13.1	53.4	96.3	35.5
Actuated g/C Ratio	0.11	0.11	0.11	0.44	0.80	0.30
v/c Ratio	0.43	0.42	0.46	0.94	0.17	0.54
Control Delay	54.9	54.6	12.3	47.7	3.4	26.0
Queue Delay	0.0	0.0	0.0	4.3	0.0	0.0
Total Delay	54.9	54.6	12.3	52.0	3.4	26.0
LOS	D	D	B	D	A	C
Approach Delay		35.2			46.7	26.0
Approach LOS		D			D	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 41.8	Intersection LOS: D
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	134	3	116	1831	225	0	0	252	277
Future Volume (veh/h)	0	0	0	134	3	116	1831	225	0	0	252	277
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				154	0	44	2081	256	0	0	286	210
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				227	0	101	2131	1564	0	0	717	511
Arrive On Green				0.06	0.00	0.06	0.71	1.00	0.00	0.00	0.36	0.36
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2075	1412
Grp Volume(v), veh/h				154	0	44	2081	256	0	0	256	240
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1616
Q Serve(g_s), s				5.1	0.0	3.2	47.0	0.0	0.0	0.0	12.9	13.4
Cycle Q Clear(g_c), s				5.1	0.0	3.2	47.0	0.0	0.0	0.0	12.9	13.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.87
Lane Grp Cap(c), veh/h				227	0	101	2131	1564	0	0	643	585
V/C Ratio(X)				0.68	0.00	0.44	0.98	0.16	0.00	0.00	0.40	0.41
Avail Cap(c_a), veh/h				772	0	343	2177	1564	0	0	643	585
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.43	0.43	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				55.0	0.0	54.1	16.9	0.0	0.0	0.0	28.5	28.7
Incr Delay (d2), s/veh				3.5	0.0	2.9	7.9	0.1	0.0	0.0	1.8	2.1
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				2.4	0.0	1.4	12.6	0.0	0.0	0.0	5.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				58.5	0.0	57.0	24.9	0.1	0.0	0.0	30.4	30.8
LnGrp LOS				E	A	E	C	A	A	A	C	C
Approach Vol, veh/h					198			2337			496	
Approach Delay, s/veh					58.2			22.2			30.6	
Approach LOS					E			C			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	106.3		56.9	49.4		13.7						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 83		52.0	24.0		26.0						
Max Q Clear Time (g_c+I1), s	2.0		49.0	15.4		7.1						
Green Ext Time (p_c), s	1.7		1.9	2.0		0.6						

Intersection Summary		
HCM 6th Ctrl Delay	25.9	
HCM 6th LOS	C	

Notes

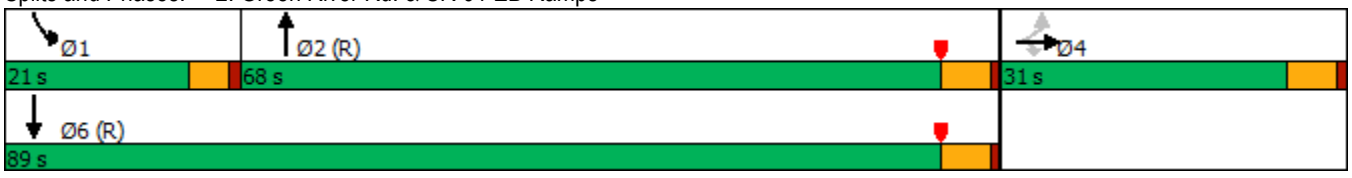
User approved volume balancing among the lanes for turning movement.

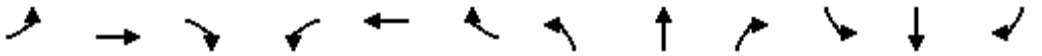
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1	302	1971	191	195
Future Volume (vph)	1	302	1971	191	195
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	31.0	31.0	68.0	21.0	89.0
Total Split (%)	25.8%	25.8%	56.7%	17.5%	74.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effct Green (s)	12.4	12.4	71.8	20.3	96.6
Actuated g/C Ratio	0.10	0.10	0.60	0.17	0.80
v/c Ratio	0.53	0.57	0.84	0.71	0.08
Control Delay	60.7	9.0	23.8	44.3	4.6
Queue Delay	0.0	0.0	0.2	0.0	0.0
Total Delay	60.7	9.0	24.1	44.3	4.6
LOS	E	A	C	D	A
Approach Delay	20.6		24.1		24.2
Approach LOS	C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1	302	0	0	0	0	1971	292	191	195	0
Future Volume (veh/h)	86	1	302	0	0	0	0	1971	292	191	195	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	96	1	297				0	2190	315	212	217	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	232	2	366				0	2741	385	238	2761	0
Arrive On Green	0.13	0.13	0.13				0.00	0.61	0.61	0.13	0.78	0.00
Sat Flow, veh/h	1764	18	2790				0	4693	635	1781	3647	0
Grp Volume(v), veh/h	97	0	297				0	1635	870	212	217	0
Grp Sat Flow(s),veh/h/ln	1782	0	1395				0	1702	1756	1781	1777	0
Q Serve(g_s), s	6.0	0.0	12.4				0.0	43.7	46.5	14.0	1.7	0.0
Cycle Q Clear(g_c), s	6.0	0.0	12.4				0.0	43.7	46.5	14.0	1.7	0.0
Prop In Lane	0.99		1.00				0.00		0.36	1.00		0.00
Lane Grp Cap(c), veh/h	234	0	366				0	2062	1064	238	2761	0
V/C Ratio(X)	0.41	0.00	0.81				0.00	0.79	0.82	0.89	0.08	0.00
Avail Cap(c_a), veh/h	379	0	593				0	2062	1064	245	2761	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	0.84	0.84	0.00
Uniform Delay (d), s/veh	47.9	0.0	50.7				0.0	17.9	18.5	51.1	3.2	0.0
Incr Delay (d2), s/veh	1.2	0.0	4.4				0.0	3.2	7.0	26.3	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	2.8	0.0	4.6				0.0	17.1	19.8	8.0	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	55.0				0.0	21.2	25.5	77.4	3.2	0.0
LnGrp LOS	D	A	E				A	C	C	E	A	A
Approach Vol, veh/h		394						2505			429	
Approach Delay, s/veh		53.6						22.7			39.9	
Approach LOS		D						C			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.6	78.2		21.3		98.7
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	16.5	62.5		25.5		83.5
Max Q Clear Time (g_c+I1), s	16.0	48.5		14.4		3.7
Green Ext Time (p_c), s	0.0	12.5		1.3		1.6

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	5	335	1624	145	397
Future Volume (vph)	5	335	1624	145	397
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	38.0	38.0	63.0	19.0	82.0
Total Split (%)	31.7%	31.7%	52.5%	15.8%	68.3%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	16.4	16.4	44.2	12.3	61.3
Actuated g/C Ratio	0.18	0.18	0.49	0.14	0.68
v/c Ratio	0.02	0.77	0.73	0.66	0.13
Control Delay	33.6	26.5	20.7	55.1	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	26.5	20.7	55.1	5.6
LOS	C	C	C	E	A
Approach Delay	26.6		20.7		18.8
Approach LOS	C		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	335	1624	35	145	397
Future Volume (veh/h)	5	335	1624	35	145	397
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	146	1765	30	158	432
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	215	2666	45	198	3536
Arrive On Green	0.14	0.14	0.52	0.52	0.11	0.69
Sat Flow, veh/h	1781	1585	5339	88	1781	5274
Grp Volume(v), veh/h	5	146	1162	633	158	432
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1855	1781	1702
Q Serve(g_s), s	0.2	6.1	17.5	17.5	6.0	2.0
Cycle Q Clear(g_c), s	0.2	6.1	17.5	17.5	6.0	2.0
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	242	215	1755	956	198	3536
V/C Ratio(X)	0.02	0.68	0.66	0.66	0.80	0.12
Avail Cap(c_a), veh/h	811	722	2789	1520	367	5573
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	26.2	28.7	12.4	12.4	30.3	3.6
Incr Delay (d2), s/veh	0.0	3.7	0.4	0.8	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	5.3	5.8	2.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	32.5	12.9	13.2	33.1	3.6
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	151		1795			590
Approach Delay, s/veh	32.3		13.0			11.5
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.4	41.8			54.1	15.7
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	14.4	57.2			76.2	31.8
Max Q Clear Time (g_c+I1), s	8.0	19.5			4.0	8.1
Green Ext Time (p_c), s	0.1	16.5			2.9	0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	0	18	58	0	18
Future Vol, veh/h	133	0	18	58	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	145	0	20	63	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	248	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	740	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	730	902
Mov Cap-2 Maneuver	-	-	-	-	730	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	908	-

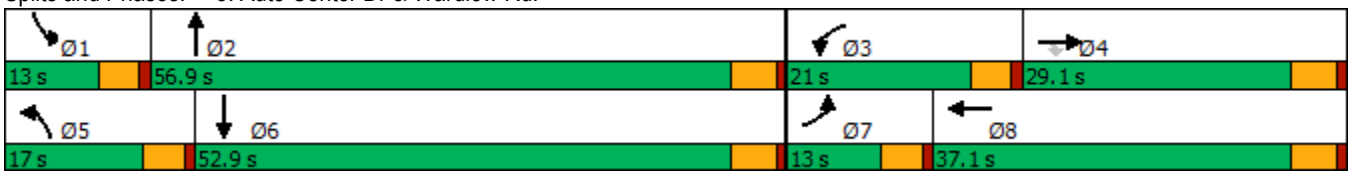
Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	9.1
HCM LOS			A

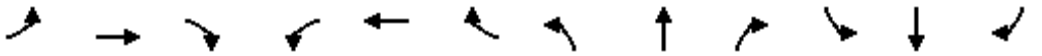
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	902	-	-	1437	-
HCM Lane V/C Ratio	0.022	-	-	0.014	-
HCM Control Delay (s)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	1	8	65	11	41	391	11	636
Future Volume (vph)	4	1	8	65	11	41	391	11	636
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	13.0	29.1	29.1	21.0	37.1	17.0	56.9	13.0	52.9
Total Split (%)	10.8%	24.3%	24.3%	17.5%	30.9%	14.2%	47.4%	10.8%	44.1%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	13.3	13.3	9.3	13.9	7.0	34.4	6.1	31.9
Actuated g/C Ratio	0.12	0.27	0.27	0.19	0.28	0.14	0.69	0.12	0.64
v/c Ratio	0.02	0.00	0.02	0.21	0.02	0.17	0.20	0.05	0.30
Control Delay	32.5	22.0	0.0	26.1	18.5	29.2	9.2	31.5	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	22.0	0.0	26.1	18.5	29.2	9.2	31.5	12.5
LOS	C	C	A	C	B	C	A	C	B
Approach Delay		11.7			24.9		10.9		12.8
Approach LOS		B			C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 12.7	Intersection LOS: B
Intersection Capacity Utilization 45.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1	8	65	11	1	41	391	62	11	636	22
Future Volume (veh/h)	4	1	8	65	11	1	41	391	62	11	636	22
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1	6	68	11	1	43	407	49	11	662	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	174	148	117	260	24	84	1122	134	26	1120	34
Arrive On Green	0.01	0.09	0.09	0.07	0.15	0.15	0.05	0.35	0.35	0.01	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	1689	154	1781	3196	383	1781	3522	106
Grp Volume(v), veh/h	4	1	6	68	0	12	43	225	231	11	334	348
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1843	1781	1777	1802	1781	1777	1851
Q Serve(g_s), s	0.1	0.0	0.1	1.5	0.0	0.2	1.0	3.8	3.9	0.2	6.4	6.4
Cycle Q Clear(g_c), s	0.1	0.0	0.1	1.5	0.0	0.2	1.0	3.8	3.9	0.2	6.4	6.4
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.21	1.00		0.06
Lane Grp Cap(c), veh/h	10	174	148	117	0	283	84	624	632	26	565	589
V/C Ratio(X)	0.41	0.01	0.04	0.58	0.00	0.04	0.51	0.36	0.36	0.43	0.59	0.59
Avail Cap(c_a), veh/h	367	1100	932	716	0	1445	541	2256	2287	367	2082	2169
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	16.8	16.8	18.5	0.0	14.7	19.0	9.8	9.9	19.9	11.7	11.7
Incr Delay (d2), s/veh	10.1	0.0	0.1	1.7	0.0	0.1	1.8	0.4	0.4	4.2	1.0	0.9
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	0.0	0.0	0.6	0.0	0.1	0.4	1.2	1.2	0.1	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	16.8	16.9	20.2	0.0	14.8	20.8	10.2	10.2	24.1	12.7	12.6
LnGrp LOS	C	B	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		11			80			499			693	
Approach Delay, s/veh		21.8			19.4			11.1			12.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	19.4	7.3	8.9	6.5	18.1	4.8	11.4
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	51.8	16.4	24.0	12.4	47.8	8.4	32.0
Max Q Clear Time (g_c+I1), s	2.2	5.9	3.5	2.1	3.0	8.4	2.1	2.2
Green Ext Time (p_c), s	0.0	2.9	0.1	0.0	0.0	4.5	0.0	0.0

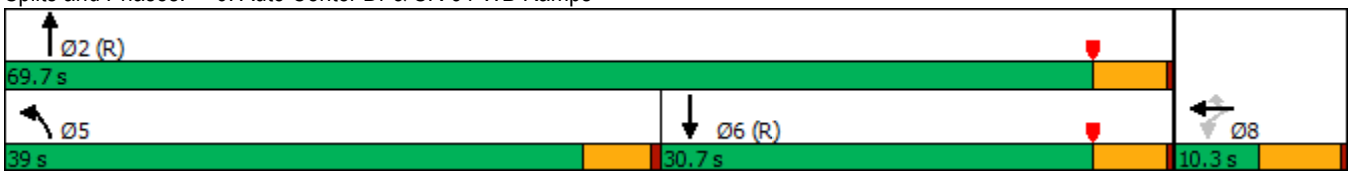
Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

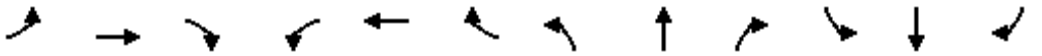
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	79	57	37	548	457	228
Future Volume (vph)	79	57	37	548	457	228
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	10.3	10.3	10.3	39.0	69.7	30.7
Total Split (%)	12.9%	12.9%	12.9%	48.8%	87.1%	38.4%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	5.7	5.7	5.7	31.6	64.1	27.9
Actuated g/C Ratio	0.07	0.07	0.07	0.40	0.80	0.35
v/c Ratio	0.64	0.63	0.22	0.89	0.18	0.98dr
Control Delay	62.7	61.4	3.9	37.3	1.0	28.6
Queue Delay	0.0	0.0	0.0	0.2	0.0	3.8
Total Delay	62.7	61.4	3.9	37.5	1.0	32.4
LOS	E	E	A	D	A	C
Approach Delay		49.7			20.9	32.4
Approach LOS		D			C	C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	79	57	37	548	457	0	0	228	481
Future Volume (veh/h)	0	0	0	79	57	37	548	457	0	0	228	481
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		0.99
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				78	82	15	623	519	0	0	259	492
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				111	117	99	653	2878	0	0	685	603
Arrive On Green				0.06	0.06	0.06	0.61	1.00	0.00	0.00	0.39	0.39
Sat Flow, veh/h				1781	1870	1585	1781	3647	0	0	1870	1563
Grp Volume(v), veh/h				78	82	15	623	519	0	0	259	492
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1781	1777	0	0	1777	1563
Q Serve(g_s), s				3.4	3.4	0.7	26.1	0.0	0.0	0.0	8.4	22.6
Cycle Q Clear(g_c), s				3.4	3.4	0.7	26.1	0.0	0.0	0.0	8.4	22.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				111	117	99	653	2878	0	0	685	603
V/C Ratio(X)				0.70	0.70	0.15	0.95	0.18	0.00	0.00	0.38	0.82
Avail Cap(c_a), veh/h				111	117	99	766	2878	0	0	685	603
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.90	0.90	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				36.8	36.8	35.5	14.9	0.0	0.0	0.0	17.7	22.0
Incr Delay (d2), s/veh				15.3	14.7	0.3	18.9	0.1	0.0	0.0	1.5	11.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.9	2.0	0.3	8.7	0.0	0.0	0.0	3.5	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				52.0	51.5	35.8	33.8	0.1	0.0	0.0	19.2	33.3
LnGrp LOS				D	D	D	C	A	A	A	B	C
Approach Vol, veh/h					175			1142			751	
Approach Delay, s/veh					50.4			18.5			28.5	
Approach LOS					D			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.7		33.9	35.8		10.3						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	64.8		34.4	25.8		5.0						
Max Q Clear Time (g_c+I1), s	2.0		28.1	24.6		5.4						
Green Ext Time (p_c), s	2.4		1.3	0.5		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	24.8	
HCM 6th LOS	C	

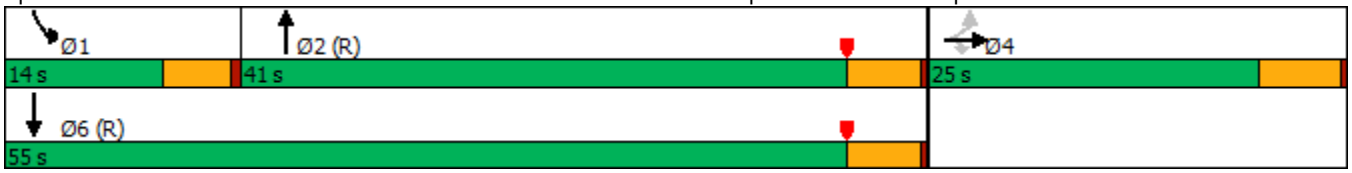
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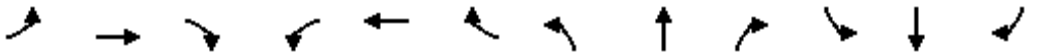
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	265	1	160	738	36	272
Future Volume (vph)	265	1	160	738	36	272
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	25.0	25.0	25.0	41.0	14.0	55.0
Total Split (%)	31.3%	31.3%	31.3%	51.3%	17.5%	68.8%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	11.4	11.4	11.4	50.7	7.2	58.4
Actuated g/C Ratio	0.14	0.14	0.14	0.63	0.09	0.73
v/c Ratio	0.59	0.59	0.46	0.42	0.24	0.11
Control Delay	41.2	41.3	9.1	7.6	25.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	41.3	9.1	7.6	25.5	4.1
LOS	D	D	A	A	C	A
Approach Delay		29.2		7.6		6.6
Approach LOS		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 12.1	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1	160	0	0	0	0	738	486	36	272	0
Future Volume (veh/h)	265	1	160	0	0	0	0	738	486	36	272	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	283	0	87				0	785	397	38	289	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, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	388	0	173				0	2282	1050	63	2714	0
Arrive On Green	0.11	0.00	0.11				0.00	0.67	0.67	0.07	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1566	1781	3647	0
Grp Volume(v), veh/h	283	0	87				0	785	397	38	289	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1566	1781	1777	0
Q Serve(g_s), s	6.2	0.0	4.1				0.0	7.9	9.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	4.1				0.0	7.9	9.0	1.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	388	0	173				0	2282	1050	63	2714	0
V/C Ratio(X)	0.73	0.00	0.50				0.00	0.34	0.38	0.60	0.11	0.00
Avail Cap(c_a), veh/h	877	0	390				0	2282	1050	209	2714	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.71	0.71	0.61	0.61	0.00
Uniform Delay (d), s/veh	34.5	0.0	33.6				0.0	5.6	5.8	36.6	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.8				0.0	0.3	0.7	5.4	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	2.7	0.0	1.6				0.0	2.2	2.5	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	34.5				0.0	5.9	6.6	42.0	0.0	0.0
LnGrp LOS	D	A	C				A	A	A	D	A	A
Approach Vol, veh/h		370						1182			327	
Approach Delay, s/veh		35.3						6.1			4.9	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.5	58.5		14.0		66.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	9.4	36.1		19.7		50.1
Max Q Clear Time (g_c+I1), s	3.7	11.0		8.2		2.0
Green Ext Time (p_c), s	0.0	5.9		0.6		1.2

Intersection Summary		
HCM 6th Ctrl Delay		11.7
HCM 6th LOS		B

Notes

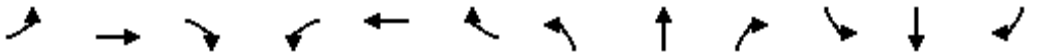
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	100	10	249	16	54	901	79	345
Future Volume (vph)	100	10	249	16	54	901	79	345
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	21.3	21.3	21.3	21.3	7.6	29.6	6.8	31.3
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.11	0.42	0.10	0.45
v/c Ratio	0.36	0.10	0.63	0.40	0.29	0.68	0.24	0.23
Control Delay	26.4	9.5	31.6	8.3	40.8	20.4	39.1	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0
Total Delay	26.4	9.5	31.6	8.3	40.9	20.6	39.1	14.9
LOS	C	A	C	A	D	C	D	B
Approach Delay		20.7		20.1		21.7		19.4
Approach LOS		C		C		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	41	249	16	226	54	901	76	79	345	6
Future Volume (veh/h)	100	10	41	249	16	226	54	901	76	79	345	6
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	10	32	257	16	102	56	929	78	81	356	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	102	328	462	57	362	93	1357	114	224	1508	25
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.05	0.41	0.41	0.06	0.42	0.42
Sat Flow, veh/h	1274	391	1252	1363	217	1382	1781	3314	278	3456	3575	60
Grp Volume(v), veh/h	103	0	42	257	0	118	56	498	509	81	177	185
Grp Sat Flow(s),veh/h/ln	1274	0	1643	1363	0	1599	1781	1777	1815	1728	1777	1858
Q Serve(g_s), s	3.8	0.0	1.1	9.6	0.0	3.2	1.7	12.5	12.5	1.2	3.5	3.5
Cycle Q Clear(g_c), s	7.0	0.0	1.1	10.7	0.0	3.2	1.7	12.5	12.5	1.2	3.5	3.5
Prop In Lane	1.00		0.76	1.00		0.86	1.00		0.15	1.00		0.03
Lane Grp Cap(c), veh/h	390	0	430	462	0	418	93	727	743	224	749	784
V/C Ratio(X)	0.26	0.00	0.10	0.56	0.00	0.28	0.60	0.68	0.68	0.36	0.24	0.24
Avail Cap(c_a), veh/h	1069	0	1305	1189	0	1270	340	1789	1828	469	1692	1769
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	15.2	19.3	0.0	16.0	25.3	13.2	13.2	24.4	10.1	10.1
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.0	0.0	0.4	2.3	1.2	1.1	0.4	0.2	0.2
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	1.1	0.0	0.4	2.9	0.0	1.1	0.7	4.3	4.3	0.5	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	15.3	20.3	0.0	16.4	27.6	14.4	14.3	24.8	10.3	10.3
LnGrp LOS	B	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		145			375			1063			443	
Approach Delay, s/veh		18.1			19.1			15.0			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	27.4		19.0	7.5	28.1		19.0				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	7.4	54.9		* 43	10.4	51.9		* 43				
Max Q Clear Time (g_c+I1), s	3.2	14.5		9.0	3.7	5.5		12.7				
Green Ext Time (p_c), s	0.0	7.8		0.6	0.0	2.2		1.6				

Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	

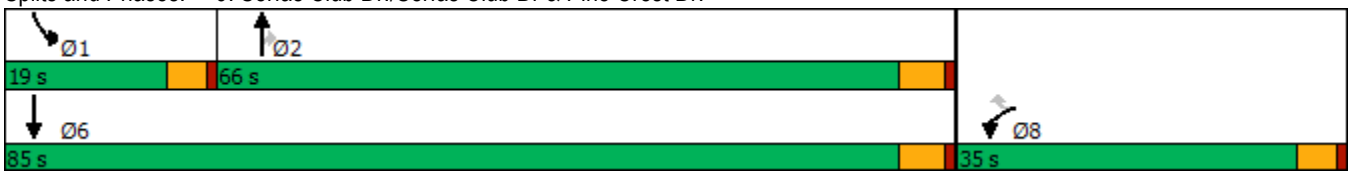
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	139	148	883	64	50	585
Future Volume (vph)	139	148	883	64	50	585
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	10.1	10.1	24.6	24.6	7.0	30.7
Actuated g/C Ratio	0.20	0.20	0.48	0.48	0.14	0.60
v/c Ratio	0.43	0.37	0.56	0.09	0.23	0.30
Control Delay	26.2	7.7	12.5	4.5	28.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	26.2	7.7	12.5	4.5	28.0	5.3
LOS	C	A	B	A	C	A
Approach Delay	16.6		11.9			7.1
Approach LOS	B		B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 51.5	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 48.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	139	148	883	64	50	585
Future Volume (veh/h)	139	148	883	64	50	585
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	98	949	58	54	629
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	231	206	1630	711	100	2236
Arrive On Green	0.13	0.13	0.46	0.46	0.06	0.63
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	149	98	949	58	54	629
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	3.2	2.3	7.9	0.8	1.2	3.2
Cycle Q Clear(g_c), s	3.2	2.3	7.9	0.8	1.2	3.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	231	206	1630	711	100	2236
V/C Ratio(X)	0.64	0.48	0.58	0.08	0.54	0.28
Avail Cap(c_a), veh/h	1345	1197	5377	2347	637	7055
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.6	16.2	8.0	6.1	18.5	3.4
Incr Delay (d2), s/veh	1.1	0.6	0.3	0.0	1.7	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	1.2	0.8	2.0	0.2	0.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.8	16.9	8.4	6.2	20.1	3.4
LnGrp LOS	B	B	A	A	C	A
Approach Vol, veh/h	247		1007			683
Approach Delay, s/veh	17.4		8.3			4.8
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	23.6			30.4	9.8
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9			79.9	30.4
Max Q Clear Time (g_c+I1), s	3.2	9.9			5.2	5.2
Green Ext Time (p_c), s	0.0	8.5			4.8	0.4

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	109	3	0	275	7	1
Future Vol, veh/h	109	3	0	275	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	118	3	0	299	8	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	121	0	419	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1467	-	591	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1467	-	591	931
Mov Cap-2 Maneuver	-	-	-	-	591	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	752	-

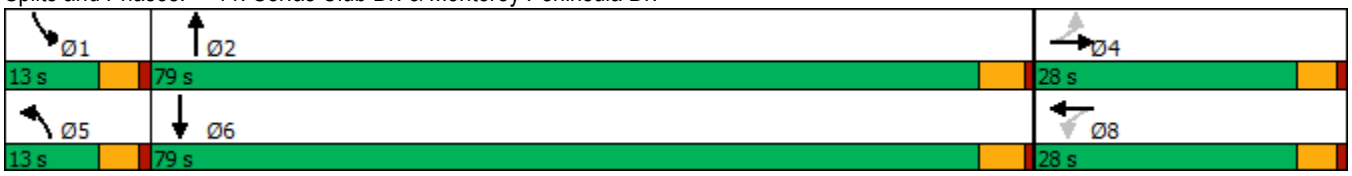
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	619	-	-	1467	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	10.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	57	2	9	1	5	865	12	677
Future Volume (vph)	57	2	9	1	5	865	12	677
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	28.0	28.0	28.0	28.0	13.0	79.0	13.0	79.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.8%	65.8%	10.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		12.8		12.8	5.8	37.1	6.0	37.2
Actuated g/C Ratio		0.23		0.23	0.11	0.67	0.11	0.68
v/c Ratio		0.25		0.10	0.03	0.39	0.07	0.62
Control Delay		22.3		13.8	32.6	7.3	31.6	11.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.1
Total Delay		22.3		13.8	32.6	7.4	31.6	11.5
LOS		C		B	C	A	C	B
Approach Delay		22.3		13.8		7.5		11.9
Approach LOS		C		B		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 55.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	2	18	9	1	23	5	865	3	12	677	36
Future Volume (veh/h)	57	2	18	9	1	23	5	865	3	12	677	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		1.00	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	2	10	10	1	19	5	930	3	13	728	34
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	19	32	152	46	161	12	1857	6	30	923	43
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.01	0.51	0.51	0.02	0.52	0.52
Sat Flow, veh/h	1137	122	200	293	290	1008	1781	3633	12	1781	1771	83
Grp Volume(v), veh/h	73	0	0	30	0	0	5	455	478	13	0	762
Grp Sat Flow(s),veh/h/ln	1459	0	0	1591	0	0	1781	1777	1868	1781	0	1853
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	0.1	7.7	7.7	0.3	0.0	15.3
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.7	0.0	0.0	0.1	7.7	7.7	0.3	0.0	15.3
Prop In Lane	0.84		0.14	0.33		0.63	1.00		0.01	1.00		0.04
Lane Grp Cap(c), veh/h	377	0	0	359	0	0	12	908	955	30	0	966
V/C Ratio(X)	0.19	0.00	0.00	0.08	0.00	0.00	0.42	0.50	0.50	0.44	0.00	0.79
Avail Cap(c_a), veh/h	878	0	0	896	0	0	327	2871	3018	327	0	2994
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	0.0	16.4	0.0	0.0	22.6	7.3	7.3	22.3	0.0	8.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	8.4	0.4	0.4	3.7	0.0	1.5
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	0.6	0.0	0.0	0.3	0.0	0.0	0.1	2.0	2.1	0.2	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	0.0	16.5	0.0	0.0	31.0	7.8	7.8	26.0	0.0	10.4
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	B
Approach Vol, veh/h		73			30			938			775	
Approach Delay, s/veh		17.1			16.5			7.9			10.7	
Approach LOS		B			B			A			B	

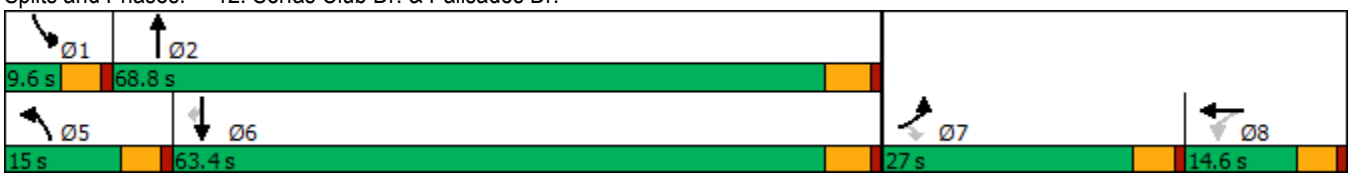
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	28.5		11.9	4.9	28.9		11.9				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	8.4	73.9		23.4	8.4	73.9		23.4				
Max Q Clear Time (g_c+I1), s	2.3	9.7		3.9	2.1	17.3		2.7				
Green Ext Time (p_c), s	0.0	7.1		0.3	0.0	6.5		0.1				

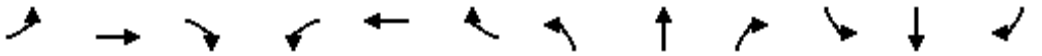
Intersection Summary		
HCM 6th Ctrl Delay		9.6
HCM 6th LOS		A

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	182	30	47	692	252	453		
Future Volume (vph)	182	30	47	692	252	453		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	27.0	27.0	15.0	68.8	63.4	63.4	9.6	14.6
Total Split (%)	22.5%	22.5%	12.5%	57.3%	52.8%	52.8%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	11.9	11.9	6.5	22.6	18.8	18.8		
Actuated g/C Ratio	0.26	0.26	0.14	0.50	0.42	0.42		
v/c Ratio	0.22	0.06	0.20	0.42	0.35	0.53		
Control Delay	16.1	0.2	23.7	7.4	12.0	3.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	16.1	0.2	23.7	7.4	12.0	3.9		
LOS	B	A	C	A	B	A		
Approach Delay				8.5	6.8			
Approach LOS				A	A			

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 45.1			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 40.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	0	30	0	0	0	47	692	0	0	252	453
Future Volume (veh/h)	182	0	30	0	0	0	47	692	0	0	252	453
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	0	29	0	0	0	51	752	0	0	274	402
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, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	775	0	0	0	5	0	97	1884	0	5	672	556
Arrive On Green	0.22	0.00	0.00	0.00	0.00	0.00	0.05	0.53	0.00	0.00	0.36	0.36
Sat Flow, veh/h	3456	198		0	-86037	0	1781	3647	0	1781	1870	1547
Grp Volume(v), veh/h	198	12.8		0	0	0	51	752	0	0	274	402
Grp Sat Flow(s),veh/h/ln	1728	B		0	1870	0	1781	1777	0	1781	1870	1547
Q Serve(g_s), s	1.9			0.0	0.0	0.0	1.1	5.0	0.0	0.0	4.3	8.9
Cycle Q Clear(g_c), s	1.9			0.0	0.0	0.0	1.1	5.0	0.0	0.0	4.3	8.9
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	775			0	5	0	97	1884	0	5	672	556
V/C Ratio(X)	0.26			0.00	0.00	0.00	0.53	0.40	0.00	0.00	0.41	0.72
Avail Cap(c_a), veh/h	1960			0	474	0	469	5731	0	225	2761	2283
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.6			0.0	0.0	0.0	18.2	5.5	0.0	0.0	9.5	11.0
Incr Delay (d2), s/veh	0.2			0.0	0.0	0.0	1.7	0.1	0.0	0.0	0.4	1.8
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
%ile BackOfQ(50%),veh/ln	0.5			0.0	0.0	0.0	0.4	1.0	0.0	0.0	1.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8			0.0	0.0	0.0	19.8	5.7	0.0	0.0	9.9	12.8
LnGrp LOS	B			A	A	A	B	A	A	A	A	B
Approach Vol, veh/h					0			803			676	
Approach Delay, s/veh					0.0			6.6			11.6	
Approach LOS								A			B	

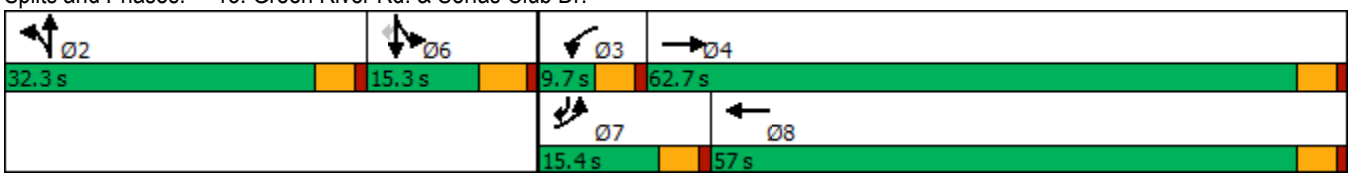
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	26.0			6.7	19.3	13.5	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	63.7			10.4	58.3	22.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	7.0			3.1	10.9	3.9	0.0				
Green Ext Time (p_c), s	0.0	6.0			0.0	3.3	0.6	0.0				

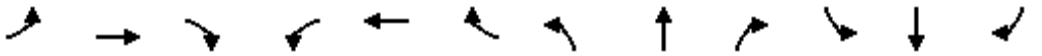
Intersection Summary			
HCM 6th Ctrl Delay		9.3	
HCM 6th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	295	450	12	1286	43	79	15	175
Future Volume (vph)	295	450	12	1286	43	79	15	175
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	15.4	62.7	9.7	57.0	32.3	15.3	15.3	15.4
Total Split (%)	12.8%	52.3%	8.1%	47.5%	26.9%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.1	69.2	5.2	53.7	13.0	10.3	10.3	22.5
Actuated g/C Ratio	0.11	0.70	0.05	0.54	0.13	0.10	0.10	0.23
v/c Ratio	0.80	0.19	0.13	0.88	0.30	0.28	0.27	0.36
Control Delay	61.9	9.3	53.9	30.1	35.1	50.8	50.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	9.3	53.9	30.1	35.1	50.8	50.6	7.6
LOS	E	A	D	C	D	D	D	A
Approach Delay		30.1		30.3	35.1		22.6	
Approach LOS		C		C	D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	450	3	12	1286	302	5	43	24	79	15	175
Future Volume (veh/h)	295	450	3	12	1286	302	5	43	24	79	15	175
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	304	464	3	12	1326	296	5	44	15	92	0	69
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	2190	14	25	1482	325	12	103	35	359	0	329
Arrive On Green	0.11	0.61	0.61	0.01	0.51	0.51	0.08	0.08	0.08	0.10	0.00	0.10
Sat Flow, veh/h	3456	3620	23	1781	2891	634	140	1229	419	3563	0	1585
Grp Volume(v), veh/h	304	228	239	12	806	816	64	0	0	92	0	69
Grp Sat Flow(s),veh/h/ln	1728	1777	1866	1781	1777	1748	1788	0	0	1781	0	1585
Q Serve(g_s), s	8.4	5.7	5.7	0.7	39.6	41.9	3.3	0.0	0.0	2.3	0.0	3.5
Cycle Q Clear(g_c), s	8.4	5.7	5.7	0.7	39.6	41.9	3.3	0.0	0.0	2.3	0.0	3.5
Prop In Lane	1.00		0.01	1.00		0.36	0.08		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	369	1075	1129	25	911	896	150	0	0	359	0	329
V/C Ratio(X)	0.82	0.21	0.21	0.47	0.88	0.91	0.43	0.00	0.00	0.26	0.00	0.21
Avail Cap(c_a), veh/h	381	1075	1129	93	948	933	503	0	0	367	0	333
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	1.00
Uniform Delay (d), s/veh	42.9	8.8	8.8	48.0	21.3	21.9	42.6	0.0	0.0	40.7	0.0	32.2
Incr Delay (d2), s/veh	12.4	0.1	0.1	5.0	9.8	12.6	0.7	0.0	0.0	0.4	0.0	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	4.2	2.1	2.2	0.3	17.8	19.0	1.5	0.0	0.0	1.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	8.9	8.9	53.0	31.1	34.5	43.3	0.0	0.0	41.1	0.0	32.5
LnGrp LOS	E	A	A	D	C	C	D	A	A	D	A	C
Approach Vol, veh/h		771			1634			64			161	
Approach Delay, s/veh		27.2			32.9			43.3			37.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.9	6.0	64.0		15.1	15.1	54.9				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 58		10.1	10.8	* 52				
Max Q Clear Time (g_c+I1), s		5.3	2.7	7.7		5.5	10.4	43.9				
Green Ext Time (p_c), s		0.2	0.0	3.1		0.2	0.0	6.4				

Intersection Summary		
HCM 6th Ctrl Delay	31.8	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	161	3	0	490	0	7
Future Vol, veh/h	161	3	0	490	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	3	0	533	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	175
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	868
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	868
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	868	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	110	278	3	3	8
Future Vol, veh/h	4	110	278	3	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	136	343	4	4	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	347	0	-	0	491	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1212	-	-	-	537	698
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1212	-	-	-	535	698
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	881	-

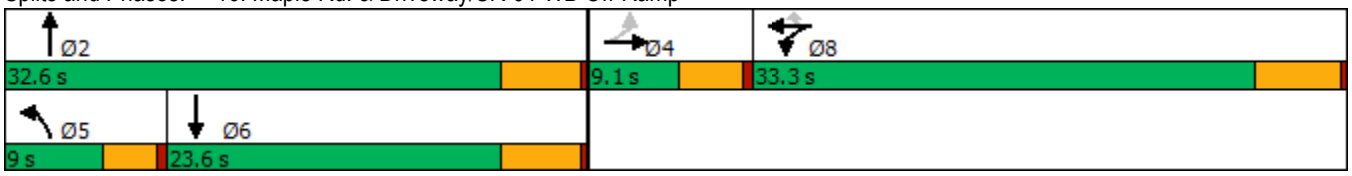
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.7
HCM LOS			B

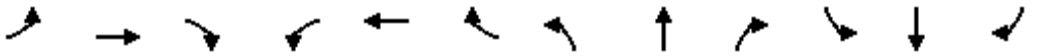
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1212	-	-	-	644
HCM Lane V/C Ratio	0.004	-	-	-	0.021
HCM Control Delay (s)	8	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	2	0	67	4	62	6	305	318
Future Volume (vph)	2	0	67	4	62	6	305	318
Turn Type	Perm	NA	Split	NA	Perm	Prot	NA	NA
Protected Phases		4	8	8		5	2	6
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	5	2	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)	9.1	9.1	33.3	33.3	33.3	8.5	29.9	9.9
Total Split (s)	9.1	9.1	33.3	33.3	33.3	9.0	32.6	23.6
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	12.0%	43.5%	31.5%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	3.0	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.1	5.3	5.3	5.3	3.5	4.9	4.9
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max
Act Effct Green (s)		5.2	8.8	8.8	8.8	5.3	35.7	34.4
Actuated g/C Ratio		0.10	0.17	0.17	0.17	0.10	0.67	0.65
v/c Ratio		0.01	0.14	0.13	0.18	0.03	0.14	0.15
Control Delay		0.0	17.8	17.7	1.0	26.0	7.2	9.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.0	17.8	17.7	1.0	26.0	7.2	9.4
LOS		A	B	B	A	C	A	A
Approach Delay				9.9			7.6	9.4
Approach LOS				A			A	A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 53	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.18	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 28.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	67	4	62	6	305	0	0	318	5
Future Volume (veh/h)	2	0	2	67	4	62	6	305	0	0	318	5
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	2	0	2	74	0	46	6	324	0	0	338	5
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	5	0	5	303	0	135	14	2132	0	0	1850	27
Arrive On Green	0.01	0.00	0.01	0.09	0.00	0.09	0.01	0.60	0.00	0.00	0.52	0.52
Sat Flow, veh/h	839	0	839	3563	0	1585	1781	3647	0	0	3678	53
Grp Volume(v), veh/h	4	0	0	74	0	46	6	324	0	0	167	176
Grp Sat Flow(s),veh/h/ln	1677	0	0	1781	0	1585	1781	1777	0	0	1777	1861
Q Serve(g_s), s	0.1	0.0	0.0	0.9	0.0	1.3	0.2	1.9	0.0	0.0	2.3	2.3
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.9	0.0	1.3	0.2	1.9	0.0	0.0	2.3	2.3
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.00	0.00		0.03
Lane Grp Cap(c), veh/h	9	0	0	303	0	135	14	2132	0	0	917	960
V/C Ratio(X)	0.44	0.00	0.00	0.24	0.00	0.34	0.42	0.15	0.00	0.00	0.18	0.18
Avail Cap(c_a), veh/h	182	0	0	2160	0	961	212	2132	0	0	917	960
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	0.0	19.7	0.0	19.9	22.8	4.1	0.0	0.0	6.0	6.0
Incr Delay (d2), s/veh	11.9	0.0	0.0	0.2	0.0	0.6	7.1	0.2	0.0	0.0	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	0.1	0.0	0.0	0.3	0.0	0.4	0.1	0.4	0.0	0.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	0.0	19.9	0.0	20.5	29.9	4.2	0.0	0.0	6.4	6.4
LnGrp LOS	C	A	A	B	A	C	C	A	A	A	A	A
Approach Vol, veh/h		4			120			330			343	
Approach Delay, s/veh		34.8			20.1			4.7			6.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.4	3.9	28.7		9.2				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		3.9		2.1	2.2	4.3		3.3				
Green Ext Time (p_c), s		1.3		0.0	0.0	1.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		7.9
HCM 6th LOS		A

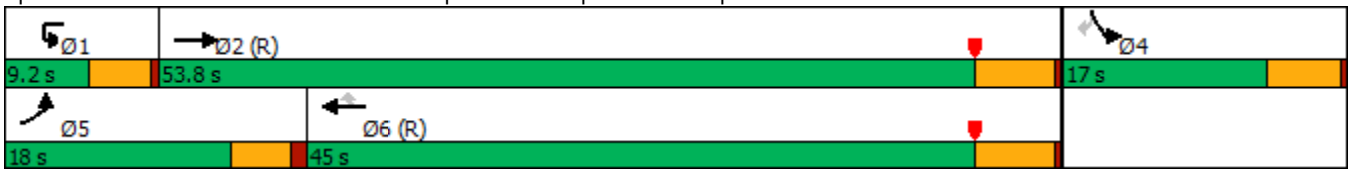
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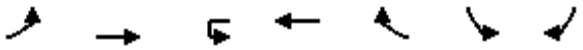
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	171	343	1003	149	194	185	
Future Volume (vph)	171	343	1003	149	194	185	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	18.0	53.8	45.0	45.0	17.0	17.0	9.2
Total Split (%)	22.5%	67.3%	56.3%	56.3%	21.3%	21.3%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	12.9	60.2	42.7	42.7	9.6	9.6	
Actuated g/C Ratio	0.16	0.75	0.53	0.53	0.12	0.12	
v/c Ratio	0.72	0.15	0.63	0.19	0.56	0.57	
Control Delay	46.9	3.1	15.7	2.4	38.4	11.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.9	3.1	15.7	2.4	38.4	11.3	
LOS	D	A	B	A	D	B	
Approach Delay		17.7	14.0		25.2		
Approach LOS		B	B		C		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	171	343	0	1003	149	194	185
Future Volume (veh/h)	171	343	0	1003	149	194	185
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	204	408		1194	131	231	152
Peak Hour Factor	0.84	0.84		0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	244	2670		1980	865	418	192
Arrive On Green	0.14	0.75		0.56	0.56	0.12	0.12
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	204	408		1194	131	231	152
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	8.9	2.6		17.9	3.3	5.0	7.5
Cycle Q Clear(g_c), s	8.9	2.6		17.9	3.3	5.0	7.5
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	244	2670		1980	865	418	192
V/C Ratio(X)	0.84	0.15		0.60	0.15	0.55	0.79
Avail Cap(c_a), veh/h	298	2670		1980	865	523	240
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.82	0.82	0.99	0.99
Uniform Delay (d), s/veh	33.7	2.8		11.8	8.6	33.1	34.2
Incr Delay (d2), s/veh	15.8	0.1		1.1	0.3	0.4	10.4
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.5		6.4	1.0	2.1	6.9
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	49.4	2.9		12.9	8.9	33.5	44.6
LnGrp LOS	D	A		B	A	C	D
Approach Vol, veh/h		612		1325		383	
Approach Delay, s/veh		18.4		12.5		37.9	
Approach LOS		B		B		D	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		65.4		14.6	15.5	49.9	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		48.5		12.1	13.4	39.7	
Max Q Clear Time (g_c+I1), s		4.6		9.5	10.9	19.9	
Green Ext Time (p_c), s		1.6		0.2	0.1	6.2	

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

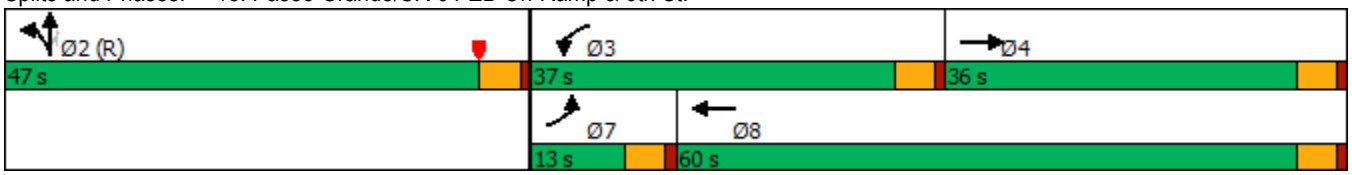
User approved ignoring U-Turning movement.

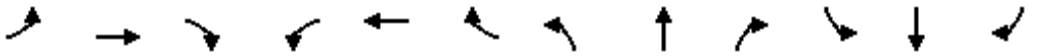
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	92	292	300	789	324	303	265
Future Volume (vph)	92	292	300	789	324	303	265
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	13.0	36.0	37.0	60.0	47.0	47.0	47.0
Total Split (%)	10.8%	30.0%	30.8%	50.0%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	8.3	21.9	26.2	39.8	58.1	58.1	58.1
Actuated g/C Ratio	0.07	0.18	0.22	0.33	0.48	0.48	0.48
v/c Ratio	0.83	0.74	0.86	0.60	0.39	0.43	0.32
Control Delay	102.0	44.0	65.6	33.0	24.3	24.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.0	44.0	65.6	33.0	24.3	24.9	3.9
LOS	F	D	E	C	C	C	A
Approach Delay		53.6		41.1		18.5	
Approach LOS		D		D		B	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 36.1 — Intersection LOS: D
Intersection Capacity Utilization 65.8% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	292	169	300	789	117	324	303	265	0	0	0
Future Volume (veh/h)	92	292	169	300	789	117	324	303	265	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	101	321	148	330	867	95	344	349	182			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	125	411	185	358	1422	155	909	954	798			
Arrive On Green	0.07	0.17	0.17	0.20	0.30	0.30	0.51	0.51	0.51			
Sat Flow, veh/h	1781	2363	1064	1781	4664	509	1781	1870	1564			
Grp Volume(v), veh/h	101	239	230	330	632	330	344	349	182			
Grp Sat Flow(s),veh/h/ln	1781	1777	1650	1781	1702	1768	1781	1870	1564			
Q Serve(g_s), s	6.7	15.4	16.0	21.8	19.0	19.2	14.1	13.5	7.7			
Cycle Q Clear(g_c), s	6.7	15.4	16.0	21.8	19.0	19.2	14.1	13.5	7.7			
Prop In Lane	1.00		0.64	1.00		0.29	1.00		1.00			
Lane Grp Cap(c), veh/h	125	309	287	358	1038	539	909	954	798			
V/C Ratio(X)	0.81	0.78	0.80	0.92	0.61	0.61	0.38	0.37	0.23			
Avail Cap(c_a), veh/h	125	465	432	481	1572	816	909	954	798			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.96	0.68	0.68	0.68	1.00	1.00	1.00			
Uniform Delay (d), s/veh	55.0	47.3	47.6	47.0	35.6	35.7	17.8	17.7	16.3			
Incr Delay (d2), s/veh	28.8	4.4	6.0	12.5	0.4	0.8	1.2	1.1	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			
%ile BackOfQ(50%),veh/ln	4.0	7.1	7.0	10.8	7.8	8.3	6.1	6.1	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.8	51.8	53.6	59.4	36.0	36.4	19.0	18.8	17.0			
LnGrp LOS	F	D	D	E	D	D	B	B	B			
Approach Vol, veh/h		570			1292			875				
Approach Delay, s/veh		58.2			42.1			18.5				
Approach LOS		E			D			B				
Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		65.8	28.7	25.4			13.0	41.2				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		42.4	32.4	31.4			8.4	55.4				
Max Q Clear Time (g_c+I1), s		16.1	23.8	18.0			8.7	21.2				
Green Ext Time (p_c), s		2.3	0.3	2.3			0.0	7.3				
Intersection Summary												
HCM 6th Ctrl Delay			37.9									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	146	10	42	729	262	203
Future Vol, veh/h	146	10	42	729	262	203
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	11	45	784	282	218
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	12.7	24.9	13
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	15%	0%	94%	0%	0%
Vol Thru, %	85%	100%	0%	100%	0%
Vol Right, %	0%	0%	6%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	285	486	156	262	203
LT Vol	42	0	146	0	0
Through Vol	243	486	0	262	0
RT Vol	0	0	10	0	203
Lane Flow Rate	306	523	168	282	218
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.497	0.836	0.311	0.483	0.331
Departure Headway (Hd)	5.833	5.758	6.685	6.175	5.465
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	619	627	538	583	657
Service Time	3.568	3.493	4.724	3.92	3.209
HCM Lane V/C Ratio	0.494	0.834	0.312	0.484	0.332
HCM Control Delay	14.2	31.1	12.7	14.6	10.9
HCM Lane LOS	B	D	B	B	B
HCM 95th-tile Q	2.8	9	1.3	2.6	1.4

Intersection	
Intersection Delay, s/veh	92.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	44	47	43	72	128	42	605	25	9	255	8
Future Vol, veh/h	39	44	47	43	72	128	42	605	25	9	255	8
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	50	53	49	82	145	48	688	28	10	290	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.6	18.3	163.4	19.1
HCM LOS	B	C	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	30%	18%	3%
Vol Thru, %	90%	34%	30%	94%
Vol Right, %	4%	36%	53%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	672	130	243	272
LT Vol	42	39	43	9
Through Vol	605	44	72	255
RT Vol	25	47	128	8
Lane Flow Rate	764	148	276	309
Geometry Grp	1	1	1	1
Degree of Util (X)	1.291	0.3	0.519	0.566
Departure Headway (Hd)	6.084	8.123	7.483	7.151
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	596	446	486	507
Service Time	4.181	6.123	5.483	5.151
HCM Lane V/C Ratio	1.282	0.332	0.568	0.609
HCM Control Delay	163.4	14.6	18.3	19.1
HCM Lane LOS	F	B	C	C
HCM 95th-tile Q	30.4	1.2	2.9	3.5

Intersection	
Intersection Delay, s/veh	129.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	14	41	174	53	326	31	362	117	63	283	2
Future Vol, veh/h	2	14	41	174	53	326	31	362	117	63	283	2
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	17	50	212	65	398	38	441	143	77	345	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.7	174.2	147.6	50
HCM LOS	C	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	4%	31%	18%
Vol Thru, %	71%	25%	10%	81%
Vol Right, %	23%	72%	59%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	510	57	553	348
LT Vol	31	2	174	63
Through Vol	362	14	53	283
RT Vol	117	41	326	2
Lane Flow Rate	622	70	674	424
Geometry Grp	1	1	1	1
Degree of Util (X)	1.231	0.171	1.304	0.882
Departure Headway (Hd)	8.033	10.522	7.504	8.788
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	460	343	492	416
Service Time	6.033	8.522	5.504	6.788
HCM Lane V/C Ratio	1.352	0.204	1.37	1.019
HCM Control Delay	147.6	15.7	174.2	50
HCM Lane LOS	F	C	F	E
HCM 95th-tile Q	22.2	0.6	26.9	9

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	6	2	493	490	9
Future Vol, veh/h	18	6	2	493	490	9
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	3	685	681	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1406	715	721	0	-	0
Stage 1	715	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	153	431	881	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	420	858	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	858	-	308	-	-
HCM Lane V/C Ratio	0.003	-	0.108	-	-
HCM Control Delay (s)	9.2	0	18.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	1	0	4	2	477	0	2	487	7
Future Vol, veh/h	14	0	4	1	0	4	2	477	0	2	487	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	4	1	0	4	2	518	0	2	529	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1061	1059	533	1061	1063	518	537	0	0	518	0	0
Stage 1	537	537	-	522	522	-	-	-	-	-	-	-
Stage 2	524	522	-	539	541	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	202	224	547	202	223	558	1031	-	-	1048	-	-
Stage 1	528	523	-	538	531	-	-	-	-	-	-	-
Stage 2	537	531	-	527	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	223	547	200	222	558	1031	-	-	1048	-	-
Mov Cap-2 Maneuver	200	223	-	200	222	-	-	-	-	-	-	-
Stage 1	526	521	-	536	529	-	-	-	-	-	-	-
Stage 2	531	529	-	521	519	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	13.9	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1031	-	-	233	411	1048	-	-
HCM Lane V/C Ratio	0.002	-	-	0.084	0.013	0.002	-	-
HCM Control Delay (s)	8.5	0	-	21.9	13.9	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Intersection	
Intersection Delay, s/veh	138.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	82	179	454	410	82
Future Vol, veh/h	26	82	179	454	410	82
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	121	263	668	603	121
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	13.3	208.9	74.5
HCM LOS	B	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	28%	24%	0%
Vol Thru, %	72%	0%	83%
Vol Right, %	0%	76%	17%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	633	108	492
LT Vol	179	26	0
Through Vol	454	0	410
RT Vol	0	82	82
Lane Flow Rate	931	159	724
Geometry Grp	1	1	1
Degree of Util (X)	1.406	0.291	1.054
Departure Headway (Hd)	5.574	7.304	5.752
Convergence, Y/N	Yes	Yes	Yes
Cap	661	496	637
Service Time	3.574	5.304	3.752
HCM Lane V/C Ratio	1.408	0.321	1.137
HCM Control Delay	208.9	13.3	74.5
HCM Lane LOS	F	B	F
HCM 95th-tile Q	41.1	1.2	18

Intersection	
Intersection Delay, s/veh	144.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	119	0	318	0	296	101	246	184	0
Future Vol, veh/h	0	0	0	119	0	318	0	296	101	246	184	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	183	0	489	0	455	155	378	283	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

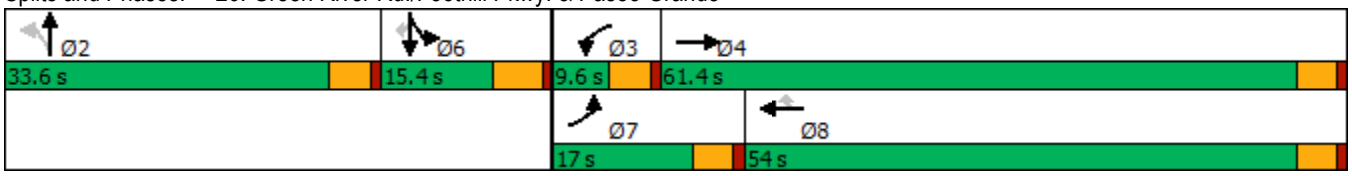
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	0	47.3	71.2	311.5
HCM LOS	-	E	F	F

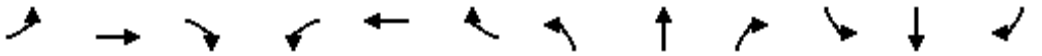
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	57%
Vol Thru, %	100%	0%	100%	0%	100%	0%	43%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	296	101	0	119	0	318	430
LT Vol	0	0	0	119	0	0	246
Through Vol	296	0	0	0	0	0	184
RT Vol	0	101	0	0	0	318	0
Lane Flow Rate	455	155	0	183	0	489	662
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	1.047	0.327	0	0.417	0	0.95	1.617
Departure Headway (Hd)	9.428	8.697	12.4	9.082	8.56	7.829	9.073
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	387	416	0	399	0	465	404
Service Time	7.128	6.397	10.1	6.782	6.26	5.529	6.773
HCM Lane V/C Ratio	1.176	0.373	0	0.459	0	1.052	1.639
HCM Control Delay	90.2	15.6	15.1	18.1	11.3	58.2	311.5
HCM Lane LOS	F	C	N	C	N	F	F
HCM 95th-tile Q	13.4	1.4	0	2	0	11.4	37.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	264	281	1	1157	68	1	42	0	265
Future Volume (vph)	264	281	1	1157	68	1	42	0	265
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8		2	6	6	
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	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	21.7	9.6	32.7	32.7	31.7	15.4	15.4	15.4
Total Split (s)	17.0	61.4	9.6	54.0	54.0	33.6	15.4	15.4	15.4
Total Split (%)	14.2%	51.2%	8.0%	45.0%	45.0%	28.0%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.4	4.4	4.4
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.8	55.0	5.2	39.7	39.7	12.8	10.5	10.5	10.5
Actuated g/C Ratio	0.14	0.67	0.06	0.49	0.49	0.16	0.13	0.13	0.13
v/c Ratio	0.60	0.13	0.01	0.76	0.09	0.00	0.21	0.25	0.25
Control Delay	41.9	7.5	47.0	22.2	0.2	34.0	41.7	1.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	7.5	47.0	22.2	0.2	34.0	41.7	1.0	1.0
LOS	D	A	D	C	A	C	D	A	A
Approach Delay		24.1		21.0		34.0		6.5	
Approach LOS		C		C		C		A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 81.8		
Natural Cycle: 100		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.76		
Intersection Signal Delay: 19.7	Intersection LOS: B	
Intersection Capacity Utilization 63.6%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	281	1	1	1157	68	0	1	0	42	0	265
Future Volume (veh/h)	264	281	1	1	1157	68	0	1	0	42	0	265
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	297	316	1	1	1300	61	0	1	0	47	0	137
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	394	2166	7	2	1719	767	0	5	0	238	0	424
Arrive On Green	0.11	0.60	0.60	0.00	0.48	0.48	0.00	0.00	0.00	0.13	0.00	0.13
Sat Flow, veh/h	3456	3634	11	1781	3554	1585	0	1870	0	1781	0	3170
Grp Volume(v), veh/h	297	154	163	1	1300	61	0	1	0	47	0	137
Grp Sat Flow(s),veh/h/ln	1728	1777	1868	1781	1777	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	6.1	2.8	2.8	0.0	21.7	1.5	0.0	0.0	0.0	1.7	0.0	2.9
Cycle Q Clear(g_c), s	6.1	2.8	2.8	0.0	21.7	1.5	0.0	0.0	0.0	1.7	0.0	2.9
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	394	1059	1114	2	1719	767	0	5	0	238	0	424
V/C Ratio(X)	0.75	0.15	0.15	0.41	0.76	0.08	0.00	0.19	0.00	0.20	0.00	0.32
Avail Cap(c_a), veh/h	587	1381	1452	122	2402	1071	0	741	0	244	0	435
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	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	6.5	6.5	36.4	15.3	10.1	0.0	36.3	0.0	28.1	0.0	28.6
Incr Delay (d2), s/veh	1.3	0.1	0.1	35.9	0.9	0.0	0.0	17.4	0.0	0.4	0.0	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	2.5	0.9	1.0	0.0	8.0	0.5	0.0	0.0	0.0	0.7	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	6.6	6.6	72.3	16.2	10.2	0.0	53.7	0.0	28.5	0.0	29.0
LnGrp LOS	C	A	A	E	B	B	A	D	A	C	A	C
Approach Vol, veh/h		614			1362			1			184	
Approach Delay, s/veh		19.2			16.0			53.7			28.9	
Approach LOS		B			B			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.7	48.2		15.2	12.9	40.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 29	5.0	* 57		10.0	12.4	* 49				
Max Q Clear Time (g_c+I1), s		2.0	2.0	4.8		4.9	8.1	23.7				
Green Ext Time (p_c), s		0.0	0.0	2.0		0.2	0.2	11.6				

Intersection Summary		
HCM 6th Ctrl Delay		18.0
HCM 6th LOS		B

Notes

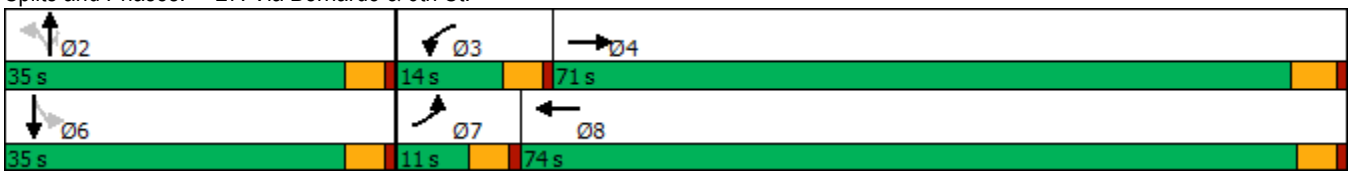
User approved volume balancing among the lanes for turning movement.

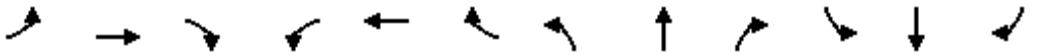
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	2	467	38	1258	51	0	39	
Future Volume (vph)	2	467	38	1258	51	0	39	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	11.0	71.0	14.0	74.0	35.0	35.0	35.0	35.0
Total Split (%)	9.2%	59.2%	11.7%	61.7%	29.2%	29.2%	29.2%	29%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.6	31.0	7.0	37.1		13.0	13.0	
Actuated g/C Ratio	0.09	0.50	0.11	0.60		0.21	0.21	
v/c Ratio	0.01	0.32	0.22	0.68		0.20	0.12	
Control Delay	38.5	10.4	35.4	10.8		26.9	6.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.5	10.4	35.4	10.8		26.9	6.8	
LOS	D	B	D	B		C	A	
Approach Delay		10.5		11.5		18.2		
Approach LOS		B		B		B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 61.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	467	26	38	1258	0	51	0	39	0	0	0
Future Volume (veh/h)	2	467	26	38	1258	0	51	0	39	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	537	28	44	1446	0	59	0	16	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1901	99	77	2111	0	355	0	263	0	310	0
Arrive On Green	0.00	0.55	0.55	0.04	0.59	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	3434	179	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	2	277	288	44	1446	0	59	0	16	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1836	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.1	5.0	5.0	1.5	16.8	0.0	2.2	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	5.0	5.0	1.5	16.8	0.0	2.2	0.0	0.5	0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	5	984	1016	77	2111	0	355	0	263	0	310	0
V/C Ratio(X)	0.41	0.28	0.28	0.57	0.68	0.00	0.17	0.00	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	192	1943	2008	281	4086	0	832	0	797	0	940	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	30.0	7.1	7.1	28.3	8.4	0.0	21.9	0.0	21.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.3	0.2	0.2	2.5	0.4	0.0	0.2	0.0	0.1	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	1.5	1.5	0.6	4.9	0.0	0.7	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	7.3	7.3	30.7	8.8	0.0	22.1	0.0	21.3	0.0	0.0	0.0
LnGrp LOS	D	A	A	C	A	A	C	A	C	A	A	A
Approach Vol, veh/h		567			1490			75			0	
Approach Delay, s/veh		7.4			9.4			21.9			0.0	
Approach LOS		A			A			C				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.7	7.1	38.5		14.7	4.7	40.9				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 30	9.5	65.9		* 30	6.5	* 69				
Max Q Clear Time (g_c+I1), s		4.2	3.5	7.0		0.0	2.1	18.8				
Green Ext Time (p_c), s		0.3	0.0	3.7		0.0	0.0	17.0				

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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	12	69	4	10	176	16	26	30	69	9	12	24
Future Vol, veh/h	12	69	4	10	176	16	26	30	69	9	12	24
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	86	5	13	220	20	33	38	86	11	15	30
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.7	10.2	8.8	8.2
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	14%	5%	0%	20%
Vol Thru, %	24%	81%	95%	0%	27%
Vol Right, %	55%	5%	0%	100%	53%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	85	186	16	45
LT Vol	26	12	10	0	9
Through Vol	30	69	176	0	12
RT Vol	69	4	0	16	24
Lane Flow Rate	156	106	232	20	56
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.2	0.143	0.333	0.025	0.074
Departure Headway (Hd)	4.606	4.85	5.154	4.423	4.743
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	778	736	695	806	752
Service Time	2.645	2.9	2.897	2.166	2.794
HCM Lane V/C Ratio	0.201	0.144	0.334	0.025	0.074
HCM Control Delay	8.8	8.7	10.5	7.3	8.2
HCM Lane LOS	A	A	B	A	A
HCM 95th-tile Q	0.7	0.5	1.5	0.1	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	182	532	102	12	14
Future Vol, veh/h	12	182	532	102	12	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	222	649	124	15	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	773	0	-	0	963	711
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	842	-	-	-	284	433
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	842	-	-	-	278	433
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	842	-	-	-	344
HCM Lane V/C Ratio	0.017	-	-	-	0.092
HCM Control Delay (s)	9.4	0	-	-	16.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	277	22	26	498	37	63
Future Vol, veh/h	277	22	26	498	37	63
Conflicting Peds, #/hr	0	7	0	0	0	31
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	315	25	30	566	42	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	347	0	678	208
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1209	-	386	798
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	369	769
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	665	-

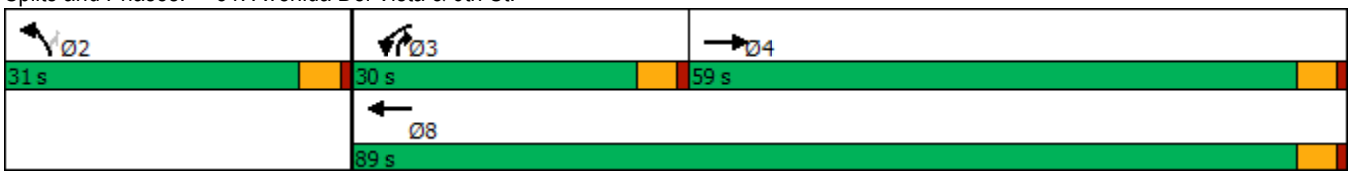
Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	549	-	-	1201	-
HCM Lane V/C Ratio	0.207	-	-	0.025	-
HCM Control Delay (s)	13.3	-	-	8.1	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	537	121	1125	155	164
Future Volume (vph)	537	121	1125	155	164
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	16.5	8.9	30.3	12.3	26.1
Actuated g/C Ratio	0.31	0.17	0.58	0.23	0.50
v/c Ratio	0.57	0.45	0.61	0.21	0.21
Control Delay	17.8	27.1	9.0	18.5	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	27.1	9.0	18.5	2.3
LOS	B	C	A	B	A
Approach Delay	17.8		10.7	10.2	
Approach LOS	B		B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 47.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	537	34	121	1125	155	164
Future Volume (veh/h)	537	34	121	1125	155	164
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	597	38	134	1250	172	182
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1282	81	176	2053	748	499
Arrive On Green	0.38	0.38	0.10	0.58	0.22	0.22
Sat Flow, veh/h	3482	215	1781	3647	3456	1585
Grp Volume(v), veh/h	313	322	134	1250	172	182
Grp Sat Flow(s),veh/h/ln	1777	1827	1781	1777	1728	1585
Q Serve(g_s), s	6.1	6.1	3.3	10.5	1.9	4.1
Cycle Q Clear(g_c), s	6.1	6.1	3.3	10.5	1.9	4.1
Prop In Lane		0.12	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	672	691	176	2053	748	499
V/C Ratio(X)	0.47	0.47	0.76	0.61	0.23	0.36
Avail Cap(c_a), veh/h	2113	2173	991	6561	1990	1069
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	10.7	10.7	20.1	6.3	14.7	12.1
Incr Delay (d2), s/veh	0.5	0.5	2.6	0.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.0	1.4	2.5	0.7	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.2	11.2	22.7	6.6	14.9	12.5
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	635			1384	354	
Approach Delay, s/veh	11.2			8.1	13.7	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.6	9.1	22.0		31.1
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		6.1	5.3	8.1		12.5
Green Ext Time (p_c), s		1.2	0.2	4.5		13.9

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	103	35	52	156	130	13	135	24	51	120	34
Future Vol, veh/h	64	103	35	52	156	130	13	135	24	51	120	34
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	129	44	65	195	163	16	169	30	64	150	43
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

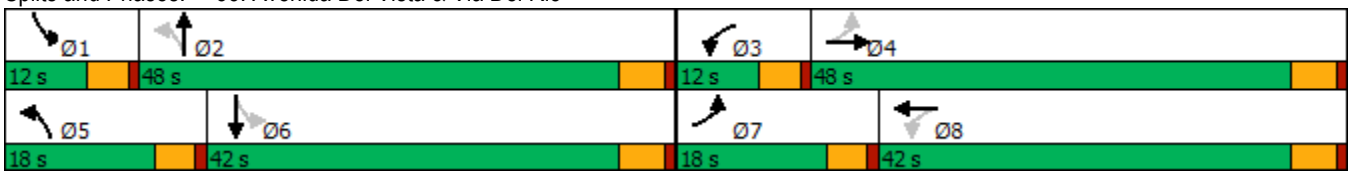
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	14	18.1	14.1	13.3
HCM LOS	B	C	B	B

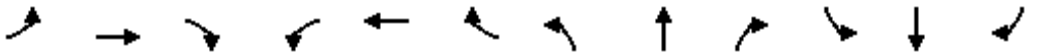
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	38%	0%	100%	0%	100%	0%
Vol Thru, %	0%	85%	62%	0%	0%	55%	0%	78%
Vol Right, %	0%	15%	0%	100%	0%	45%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	159	167	35	52	286	51	154
LT Vol	13	0	64	0	52	0	51	0
Through Vol	0	135	103	0	0	156	0	120
RT Vol	0	24	0	35	0	130	0	34
Lane Flow Rate	16	199	209	44	65	358	64	192
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.035	0.392	0.414	0.076	0.129	0.633	0.135	0.373
Departure Headway (Hd)	7.713	7.093	7.134	6.222	7.164	6.37	7.637	6.968
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	507	505	575	500	572	469	516
Service Time	5.465	4.844	4.883	3.971	4.904	4.07	5.388	4.718
HCM Lane V/C Ratio	0.034	0.393	0.414	0.077	0.13	0.626	0.136	0.372
HCM Control Delay	10.7	14.4	14.9	9.5	11	19.4	11.6	13.8
HCM Lane LOS	B	B	B	A	B	C	B	B
HCM 95th-tile Q	0.1	1.8	2	0.2	0.4	4.4	0.5	1.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	82	215	15	461	109	79	19	32
Future Volume (vph)	82	215	15	461	109	79	19	32
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	18.0	48.0	12.0	42.0	18.0	48.0	12.0	42.0
Total Split (%)	15.0%	40.0%	10.0%	35.0%	15.0%	40.0%	10.0%	35.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	28.0	26.0	21.8	17.3	27.1	23.1	18.5	12.3
Actuated g/C Ratio	0.43	0.40	0.34	0.27	0.42	0.36	0.29	0.19
v/c Ratio	0.28	0.21	0.05	0.64	0.32	0.24	0.06	0.53
Control Delay	13.4	13.9	12.1	25.9	16.7	18.2	15.1	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	13.9	12.1	25.9	16.7	18.2	15.1	11.5
LOS	B	B	B	C	B	B	B	B
Approach Delay		13.7		25.5		17.5		11.8
Approach LOS		B		C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 64.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	215	20	15	461	17	109	79	42	19	32	171
Future Volume (veh/h)	82	215	20	15	461	17	109	79	42	19	32	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.99	0.99		0.92	0.99		0.99	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	269	19	19	576	19	136	99	36	24	40	113
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	1077	76	457	946	31	444	351	128	443	91	257
Arrive On Green	0.07	0.32	0.32	0.02	0.27	0.27	0.08	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	1781	3365	236	1781	3499	115	1781	1305	475	1781	427	1207
Grp Volume(v), veh/h	102	141	147	19	292	303	136	0	135	24	0	153
Grp Sat Flow(s),veh/h/ln	1781	1777	1825	1781	1777	1838	1781	0	1780	1781	0	1635
Q Serve(g_s), s	2.1	3.2	3.2	0.4	7.7	7.8	3.1	0.0	3.2	0.6	0.0	4.4
Cycle Q Clear(g_c), s	2.1	3.2	3.2	0.4	7.7	7.8	3.1	0.0	3.2	0.6	0.0	4.4
Prop In Lane	1.00		0.13	1.00		0.06	1.00		0.27	1.00		0.74
Lane Grp Cap(c), veh/h	364	569	584	457	480	497	444	0	478	443	0	348
V/C Ratio(X)	0.28	0.25	0.25	0.04	0.61	0.61	0.31	0.00	0.28	0.05	0.00	0.44
Avail Cap(c_a), veh/h	678	1416	1454	660	1218	1259	738	0	1418	638	0	1120
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	1.00
Uniform Delay (d), s/veh	12.9	13.5	13.5	13.6	17.2	17.2	14.3	0.0	15.6	15.7	0.0	18.4
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.0	1.2	1.2	0.1	0.0	0.3	0.0	0.0	0.9
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	1.1	1.2	0.1	2.9	3.0	1.1	0.0	1.2	0.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	13.7	13.8	13.6	18.4	18.4	14.5	0.0	15.9	15.7	0.0	19.3
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		390			614			271			177	
Approach Delay, s/veh		13.6			18.2			15.2			18.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	19.6	5.8	22.3	9.1	16.6	8.5	19.7
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	7.4	42.9	7.4	42.9	13.4	36.9	13.4	36.9
Max Q Clear Time (g_c+I1), s	2.6	5.2	2.4	5.2	5.1	6.4	4.1	9.8
Green Ext Time (p_c), s	0.0	0.8	0.0	1.7	0.1	0.9	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

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	19	183	9	23	222	62	15	36	16	62	15	17
Future Vol, veh/h	19	183	9	23	222	62	15	36	16	62	15	17
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	203	10	26	247	69	17	40	18	69	17	19
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

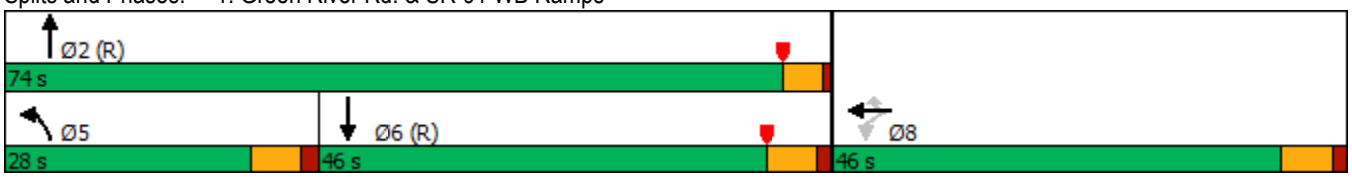
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10.8	10.8	9.2	9.6
HCM LOS	B	B	A	A

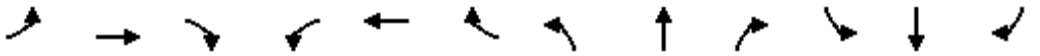
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	22%	9%	0%	9%	0%	66%
Vol Thru, %	54%	91%	0%	91%	0%	16%
Vol Right, %	24%	0%	100%	0%	100%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	202	9	245	62	94
LT Vol	15	19	0	23	0	62
Through Vol	36	183	0	222	0	15
RT Vol	16	0	9	0	62	17
Lane Flow Rate	74	224	10	272	69	104
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.111	0.336	0.013	0.4	0.087	0.158
Departure Headway (Hd)	5.384	5.39	4.636	5.289	4.536	5.45
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	659	662	764	675	783	652
Service Time	3.475	3.166	2.412	3.059	2.306	3.535
HCM Lane V/C Ratio	0.112	0.338	0.013	0.403	0.088	0.16
HCM Control Delay	9.2	10.9	7.5	11.6	7.7	9.6
HCM Lane LOS	A	B	A	B	A	A
HCM 95th-tile Q	0.4	1.5	0	1.9	0.3	0.6

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	435	21	199	432	271	309
Future Volume (vph)	435	21	199	432	271	309
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	46.0	46.0	46.0	28.0	74.0	46.0
Total Split (%)	38.3%	38.3%	38.3%	23.3%	61.7%	38.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	25.0	25.0	25.0	15.8	84.4	61.2
Actuated g/C Ratio	0.21	0.21	0.21	0.13	0.70	0.51
v/c Ratio	0.71	0.71	0.44	0.73	0.23	0.28
Control Delay	54.5	54.6	7.2	48.6	17.5	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	54.6	7.2	48.6	17.5	16.6
LOS	D	D	A	D	B	B
Approach Delay		40.2			36.6	16.6
Approach LOS		D			D	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 33.0	Intersection LOS: C
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	435	21	199	432	271	0	0	309	136
Future Volume (veh/h)	0	0	0	435	21	199	432	271	0	0	309	136
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				494	0	115	475	298	0	0	340	79
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				601	0	268	572	1368	0	0	1628	374
Arrive On Green				0.17	0.00	0.17	0.19	1.00	0.00	0.00	0.57	0.57
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2964	658
Grp Volume(v), veh/h				494	0	115	475	298	0	0	209	210
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1752
Q Serve(g_s), s				16.1	0.0	7.8	10.9	0.0	0.0	0.0	6.9	7.1
Cycle Q Clear(g_c), s				16.1	0.0	7.8	10.9	0.0	0.0	0.0	6.9	7.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.38
Lane Grp Cap(c), veh/h				601	0	268	572	1368	0	0	1008	994
V/C Ratio(X)				0.82	0.00	0.43	0.83	0.22	0.00	0.00	0.21	0.21
Avail Cap(c_a), veh/h				1188	0	528	921	1368	0	0	1008	994
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.52	0.52	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				48.1	0.0	44.7	47.5	0.0	0.0	0.0	12.7	12.8
Incr Delay (d2), s/veh				2.9	0.0	1.1	0.9	0.2	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				7.4	0.0	3.2	4.3	0.1	0.0	0.0	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				51.0	0.0	45.8	48.3	0.2	0.0	0.0	13.2	13.3
LnGrp LOS				D	A	D	D	A	A	A	B	B
Approach Vol, veh/h					609			773			419	
Approach Delay, s/veh					50.0			29.8			13.2	
Approach LOS					D			C			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	93.7		19.7	74.1		26.3						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 69		22.0	40.0		40.0						
Max Q Clear Time (g_c+I1), s	2.0		12.9	9.1		18.1						
Green Ext Time (p_c), s	2.0		0.8	2.7		2.2						

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Notes

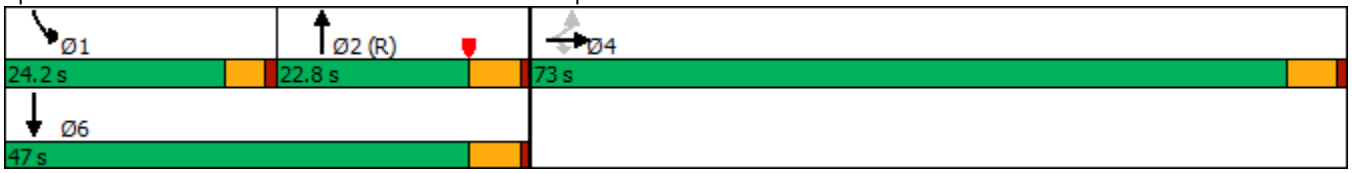
User approved volume balancing among the lanes for turning movement.

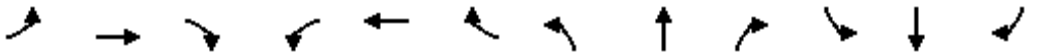
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	3	1709	527	170	574
Future Volume (vph)	3	1709	527	170	574
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	73.0	73.0	22.8	24.2	47.0
Total Split (%)	60.8%	60.8%	19.0%	20.2%	39.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	Max
Act Effct Green (s)	67.5	67.5	20.8	16.2	41.5
Actuated g/C Ratio	0.56	0.56	0.17	0.14	0.35
v/c Ratio	0.18	1.04	0.78	0.72	0.47
Control Delay	13.4	57.1	51.2	64.0	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	57.1	51.2	64.0	42.4
LOS	B	E	D	E	D
Approach Delay	52.9		51.2		47.3
Approach LOS	D		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 51.3	Intersection LOS: D
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	3	1709	0	0	0	0	527	169	170	574	0
Future Volume (veh/h)	175	3	1709	0	0	0	0	527	169	170	574	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	177	3	1266				0	532	144	172	580	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	863	15	1374				0	1067	282	201	1478	0
Arrive On Green	0.49	0.49	0.49				0.00	0.27	0.27	0.11	0.42	0.00
Sat Flow, veh/h	1753	30	2790				0	4190	1061	1781	3647	0
Grp Volume(v), veh/h	180	0	1266				0	448	228	172	580	0
Grp Sat Flow(s),veh/h/ln	1783	0	1395				0	1702	1679	1781	1777	0
Q Serve(g_s), s	6.8	0.0	50.6				0.0	13.4	13.8	11.4	13.7	0.0
Cycle Q Clear(g_c), s	6.8	0.0	50.6				0.0	13.4	13.8	11.4	13.7	0.0
Prop In Lane	0.98		1.00				0.00		0.63	1.00		0.00
Lane Grp Cap(c), veh/h	878	0	1374				0	903	446	201	1478	0
V/C Ratio(X)	0.21	0.00	0.92				0.00	0.50	0.51	0.85	0.39	0.00
Avail Cap(c_a), veh/h	1003	0	1569				0	903	446	292	1478	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	0.91	0.91	0.00
Uniform Delay (d), s/veh	17.2	0.0	28.3				0.0	37.3	37.5	52.3	24.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	8.6				0.0	1.9	4.1	14.0	0.7	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	2.8	0.0	17.9				0.0	5.8	6.2	5.9	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.3	0.0	36.9				0.0	39.2	41.6	66.2	25.2	0.0
LnGrp LOS	B	A	D				A	D	D	E	C	A
Approach Vol, veh/h		1446						676			752	
Approach Delay, s/veh		34.5						40.0			34.6	
Approach LOS		C						D			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.1	37.3		64.6		55.4
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	19.7	17.3		67.5		41.5
Max Q Clear Time (g_c+I1), s	13.4	15.8		52.6		15.7
Green Ext Time (p_c), s	0.2	0.7		6.5		4.2

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	15	144	632	216	1756
Future Volume (vph)	15	144	632	216	1756
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	37.0	37.0	48.0	35.0	83.0
Total Split (%)	30.8%	30.8%	40.0%	29.2%	69.2%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	12.7	12.7	16.7	12.5	34.0
Actuated g/C Ratio	0.21	0.21	0.28	0.21	0.57
v/c Ratio	0.04	0.33	0.47	0.60	0.62
Control Delay	21.7	6.9	19.6	30.6	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	6.9	19.6	30.6	9.7
LOS	C	A	B	C	A
Approach Delay	8.3		19.6		12.0
Approach LOS	A		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 59.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	144	632	18	216	1756
Future Volume (veh/h)	15	144	632	18	216	1756
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	89	652	15	223	1810
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	260	231	2010	46	279	3233
Arrive On Green	0.15	0.15	0.39	0.39	0.16	0.63
Sat Flow, veh/h	1781	1585	5304	118	1781	5274
Grp Volume(v), veh/h	15	89	432	235	223	1810
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1849	1781	1702
Q Serve(g_s), s	0.4	2.8	4.8	4.8	6.5	10.9
Cycle Q Clear(g_c), s	0.4	2.8	4.8	4.8	6.5	10.9
Prop In Lane	1.00	1.00		0.06	1.00	
Lane Grp Cap(c), veh/h	260	231	1333	724	279	3233
V/C Ratio(X)	0.06	0.39	0.32	0.33	0.80	0.56
Avail Cap(c_a), veh/h	1011	899	2646	1438	998	7262
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	20.0	21.0	11.5	11.5	22.1	5.7
Incr Delay (d2), s/veh	0.1	1.0	0.1	0.3	2.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	1.4	1.6	2.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	22.0	11.6	11.8	24.1	5.8
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	104		667			2033
Approach Delay, s/veh	21.7		11.7			7.8
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.1	27.1			40.2	14.1
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	30.4	42.2			77.2	30.8
Max Q Clear Time (g_c+I1), s	8.5	6.8			12.9	4.8
Green Ext Time (p_c), s	0.3	4.2			21.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	0	43	47	0	40
Future Vol, veh/h	173	0	43	47	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	188	0	47	51	0	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	333	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1386	-	662	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	639	854
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	851	-

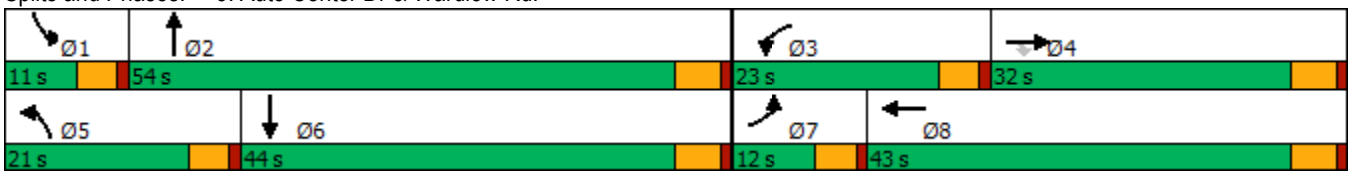
Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	9.4
HCM LOS			A

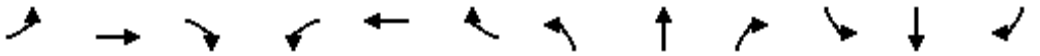
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	1386	-
HCM Lane V/C Ratio	0.051	-	-	0.034	-
HCM Control Delay (s)	9.4	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	9	102	100	2	111	434	10	663
Future Volume (vph)	22	9	102	100	2	111	434	10	663
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	12.0	32.0	32.0	23.0	43.0	21.0	54.0	11.0	44.0
Total Split (%)	10.0%	26.7%	26.7%	19.2%	35.8%	17.5%	45.0%	9.2%	36.7%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	12.5	12.5	10.5	24.0	10.8	40.1	5.6	25.9
Actuated g/C Ratio	0.07	0.16	0.16	0.13	0.30	0.13	0.50	0.07	0.32
v/c Ratio	0.20	0.04	0.30	0.52	0.03	0.55	0.32	0.10	0.72
Control Delay	46.1	34.7	2.8	44.7	15.4	45.7	13.8	46.0	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	46.1	34.7	2.8	44.7	15.4	45.7	14.0	46.0	29.0
LOS	D	C	A	D	B	D	B	D	C
Approach Delay		12.2			41.3		20.0		29.2
Approach LOS		B			D		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 80.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	9	102	100	2	12	111	434	37	10	663	30
Future Volume (veh/h)	22	9	102	100	2	12	111	434	37	10	663	30
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	11	56	119	2	6	132	517	37	12	789	32
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	265	224	155	82	246	171	1377	98	27	1144	46
Arrive On Green	0.03	0.14	0.14	0.09	0.20	0.20	0.10	0.41	0.41	0.02	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	1781	412	1236	1781	3364	240	1781	3481	141
Grp Volume(v), veh/h	26	11	56	119	0	8	132	273	281	12	403	418
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1648	1781	1777	1827	1781	1777	1845
Q Serve(g_s), s	0.8	0.3	1.8	3.7	0.0	0.2	4.0	6.0	6.0	0.4	11.0	11.0
Cycle Q Clear(g_c), s	0.8	0.3	1.8	3.7	0.0	0.2	4.0	6.0	6.0	0.4	11.0	11.0
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.13	1.00		0.08
Lane Grp Cap(c), veh/h	53	265	224	155	0	327	171	728	748	27	584	607
V/C Ratio(X)	0.49	0.04	0.25	0.77	0.00	0.02	0.77	0.37	0.38	0.44	0.69	0.69
Avail Cap(c_a), veh/h	236	900	762	586	0	1117	522	1553	1597	204	1236	1283
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	20.7	21.4	25.0	0.0	18.0	24.7	11.5	11.5	27.3	16.3	16.3
Incr Delay (d2), s/veh	2.6	0.1	0.6	3.0	0.0	0.0	2.8	0.3	0.3	4.2	1.5	1.4
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	0.4	0.1	0.6	1.6	0.0	0.1	1.7	2.0	2.1	0.2	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	20.8	21.9	28.0	0.0	18.1	27.5	11.8	11.8	31.5	17.8	17.7
LnGrp LOS	C	C	C	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		93			127			686			833	
Approach Delay, s/veh		23.9			27.4			14.8			17.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	28.0	9.5	13.0	10.0	23.5	6.3	16.2
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	6.4	48.9	18.4	26.9	16.4	38.9	7.4	37.9
Max Q Clear Time (g_c+I1), s	2.4	8.0	5.7	3.8	6.0	13.0	2.8	2.2
Green Ext Time (p_c), s	0.0	3.6	0.1	0.2	0.1	5.4	0.0	0.0

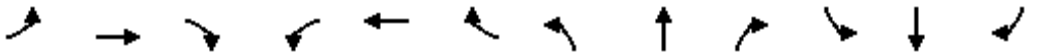
Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	316	0	69	153	513	469
Future Volume (vph)	316	0	69	153	513	469
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	21.2	21.2	21.2	20.0	58.8	38.8
Total Split (%)	26.5%	26.5%	26.5%	25.0%	73.5%	48.5%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	12.3	12.3	12.3	12.5	57.5	40.4
Actuated g/C Ratio	0.15	0.15	0.15	0.16	0.72	0.50
v/c Ratio	0.69	0.69	0.24	0.63	0.23	0.59
Control Delay	45.3	45.5	7.7	43.9	5.0	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	3.1
Total Delay	45.3	45.5	7.7	43.9	5.0	20.2
LOS	D	D	A	D	A	C
Approach Delay		38.6			14.0	20.2
Approach LOS		D			B	C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	316	0	69	153	513	0	0	469	396
Future Volume (veh/h)	0	0	0	316	0	69	153	513	0	0	469	396
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				355	0	35	172	576	0	0	527	338
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				452	0	201	208	2650	0	0	1187	760
Arrive On Green				0.13	0.00	0.13	0.23	1.00	0.00	0.00	0.57	0.57
Sat Flow, veh/h				3563	0	1585	1781	3647	0	0	2170	1330
Grp Volume(v), veh/h				355	0	35	172	576	0	0	451	414
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1630
Q Serve(g_s), s				7.7	0.0	1.6	7.3	0.0	0.0	0.0	11.7	11.7
Cycle Q Clear(g_c), s				7.7	0.0	1.6	7.3	0.0	0.0	0.0	11.7	11.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.82
Lane Grp Cap(c), veh/h				452	0	201	208	2650	0	0	1015	931
V/C Ratio(X)				0.79	0.00	0.17	0.83	0.22	0.00	0.00	0.44	0.44
Avail Cap(c_a), veh/h				708	0	315	343	2650	0	0	1015	931
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.95	0.95	0.00	0.00	0.71	0.71
Uniform Delay (d), s/veh				33.9	0.0	31.2	29.9	0.0	0.0	0.0	9.8	9.9
Incr Delay (d2), s/veh				1.2	0.0	0.2	7.8	0.2	0.0	0.0	1.0	1.1
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				3.2	0.0	0.6	3.1	0.1	0.0	0.0	4.2	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				35.1	0.0	31.3	37.7	0.2	0.0	0.0	10.9	10.9
LnGrp LOS				D	A	C	D	A	A	A	B	B
Approach Vol, veh/h					390			748			865	
Approach Delay, s/veh					34.7			8.8			10.9	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	64.6		13.9	50.6		15.4						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	53.9		15.4	33.9		15.9						
Max Q Clear Time (g_c+I1), s	2.0		9.3	13.7		9.7						
Green Ext Time (p_c), s	2.7		0.2	3.6		0.4						

Intersection Summary		
HCM 6th Ctrl Delay	14.8	
HCM 6th LOS	B	

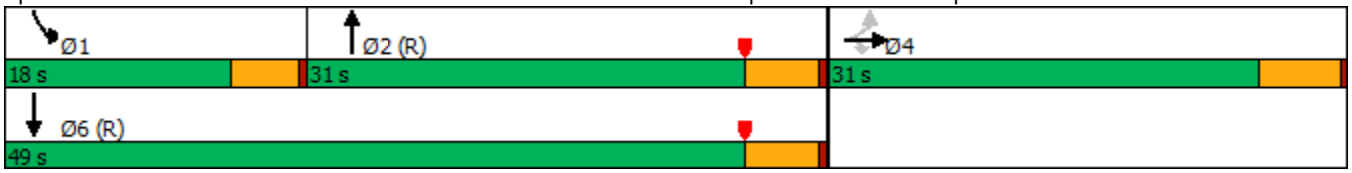
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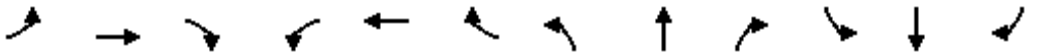
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	325	13	473	342	165	620
Future Volume (vph)	325	13	473	342	165	620
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	31.0	31.0	31.0	31.0	18.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	22.5%	61.3%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	20.9	20.9	20.9	32.4	11.9	48.9
Actuated g/C Ratio	0.26	0.26	0.26	0.40	0.15	0.61
v/c Ratio	0.42	0.41	0.89	0.32	0.68	0.31
Control Delay	26.2	26.0	34.6	11.2	34.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	26.0	34.6	11.2	34.2	11.3
LOS	C	C	C	B	C	B
Approach Delay		31.0		11.2		16.1
Approach LOS		C		B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	13	473	0	0	0	0	342	271	165	620	0
Future Volume (veh/h)	325	13	473	0	0	0	0	342	271	165	620	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	363	0	277				0	372	238	179	674	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	733	0	326				0	1664	764	214	2369	0
Arrive On Green	0.21	0.00	0.21				0.00	0.49	0.49	0.24	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1563	1781	3647	0
Grp Volume(v), veh/h	363	0	277				0	372	238	179	674	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1563	1781	1777	0
Q Serve(g_s), s	7.2	0.0	13.5				0.0	5.0	7.3	7.6	0.0	0.0
Cycle Q Clear(g_c), s	7.2	0.0	13.5				0.0	5.0	7.3	7.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	733	0	326				0	1664	764	214	2369	0
V/C Ratio(X)	0.50	0.00	0.85				0.00	0.22	0.31	0.84	0.28	0.00
Avail Cap(c_a), veh/h	1144	0	509				0	1664	764	298	2369	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.86	0.86	0.77	0.77	0.00
Uniform Delay (d), s/veh	28.1	0.0	30.6				0.0	11.7	12.3	29.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.7				0.0	0.3	0.9	10.7	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	3.0	0.0	5.4				0.0	1.8	2.5	3.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	35.2				0.0	12.0	13.2	40.4	0.2	0.0
LnGrp LOS	C	A	D				A	B	B	D	A	A
Approach Vol, veh/h		640						610			853	
Approach Delay, s/veh		31.3						12.5			8.7	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.2	44.0		21.8		58.2
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	13.4	26.1		25.7		44.1
Max Q Clear Time (g_c+I1), s	9.6	9.3		15.5		2.0
Green Ext Time (p_c), s	0.2	2.4		1.0		3.2

Intersection Summary		
HCM 6th Ctrl Delay		16.7
HCM 6th LOS		B

Notes

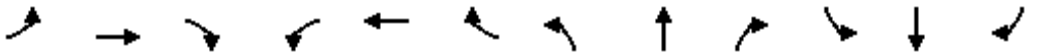
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	111	33	106	15	55	446	215	860
Future Volume (vph)	111	33	106	15	55	446	215	860
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	13.8	13.8	13.8	13.8	7.0	19.4	9.1	26.8
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.12	0.34	0.16	0.46
v/c Ratio	0.37	0.23	0.36	0.17	0.27	0.52	0.42	0.56
Control Delay	24.7	10.8	24.7	9.8	31.7	16.3	27.8	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	10.8	24.7	9.8	31.7	16.3	27.8	14.9
LOS	C	B	C	A	C	B	C	B
Approach Delay		18.1		18.7		17.6		17.4
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 53.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	33	68	106	15	55	55	446	134	215	860	19
Future Volume (veh/h)	111	33	68	106	15	55	55	446	134	215	860	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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	34	62	110	16	41	57	465	137	224	896	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	423	132	241	389	103	263	101	943	276	369	1417	32
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.06	0.35	0.35	0.11	0.40	0.40
Sat Flow, veh/h	1346	593	1081	1298	460	1179	1781	2702	790	3456	3552	79
Grp Volume(v), veh/h	116	0	96	110	0	57	57	305	297	224	448	468
Grp Sat Flow(s),veh/h/ln	1346	0	1674	1298	0	1638	1781	1777	1714	1728	1777	1854
Q Serve(g_s), s	3.4	0.0	2.1	3.4	0.0	1.3	1.4	6.0	6.1	2.8	9.1	9.1
Cycle Q Clear(g_c), s	4.7	0.0	2.1	5.5	0.0	1.3	1.4	6.0	6.1	2.8	9.1	9.1
Prop In Lane	1.00		0.65	1.00		0.72	1.00		0.46	1.00		0.04
Lane Grp Cap(c), veh/h	423	0	374	389	0	366	101	620	598	369	709	740
V/C Ratio(X)	0.27	0.00	0.26	0.28	0.00	0.16	0.56	0.49	0.50	0.61	0.63	0.63
Avail Cap(c_a), veh/h	1242	0	1392	1178	0	1362	492	1976	1907	1417	2214	2310
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	14.4	16.6	0.0	14.0	20.6	11.5	11.5	19.1	10.8	10.8
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.4	0.0	0.2	1.8	0.6	0.6	0.6	0.9	0.9
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	1.0	0.0	0.8	1.0	0.0	0.4	0.6	1.9	1.9	1.0	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	14.7	17.0	0.0	14.2	22.5	12.1	12.1	19.7	11.8	11.7
LnGrp LOS	B	A	B	B	A	B	C	B	B	B	B	B
Approach Vol, veh/h		212			167			659			1140	
Approach Delay, s/veh		15.5			16.1			13.0			13.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	20.8		14.7	7.1	23.0		14.7				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	18.4	49.9		* 37	12.4	55.9		* 37				
Max Q Clear Time (g_c+I1), s	4.8	8.1		6.7	3.4	11.1		7.5				
Green Ext Time (p_c), s	0.3	4.0		1.0	0.0	6.8		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		13.7	
HCM 6th LOS		B	

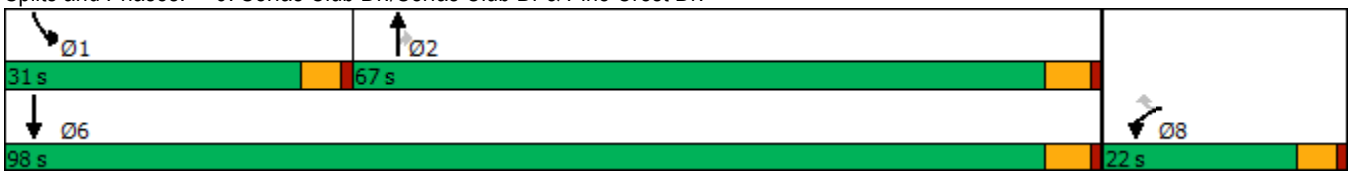
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	49	37	600	37	81	955
Future Volume (vph)	49	37	600	37	81	955
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	6.1	6.1	24.6	24.6	6.9	31.1
Actuated g/C Ratio	0.15	0.15	0.62	0.62	0.17	0.78
v/c Ratio	0.19	0.14	0.28	0.04	0.28	0.36
Control Delay	19.3	9.2	8.9	4.4	19.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	19.3	9.2	8.9	4.4	19.1	3.6
LOS	B	A	A	A	B	A
Approach Delay	15.0		8.7			4.8
Approach LOS	B		A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 39.8	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 6.7	Intersection LOS: A
Intersection Capacity Utilization 38.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	49	37	600	37	81	955
Future Volume (veh/h)	49	37	600	37	81	955
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	24	619	37	84	985
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	138	123	1288	562	149	2131
Arrive On Green	0.08	0.08	0.36	0.36	0.08	0.60
Sat Flow, veh/h	1781	1585	3647	1550	1781	3647
Grp Volume(v), veh/h	51	24	619	37	84	985
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1550	1781	1777
Q Serve(g_s), s	0.8	0.4	4.0	0.5	1.4	4.6
Cycle Q Clear(g_c), s	0.8	0.4	4.0	0.5	1.4	4.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	138	123	1288	562	149	2131
V/C Ratio(X)	0.37	0.20	0.48	0.07	0.56	0.46
Avail Cap(c_a), veh/h	1032	918	7326	3195	1566	10994
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	13.2	13.0	7.4	6.3	13.2	3.3
Incr Delay (d2), s/veh	0.6	0.3	0.3	0.0	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.9	0.1	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	13.3	7.7	6.3	14.5	3.5
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	75		656			1069
Approach Delay, s/veh	13.6		7.6			4.4
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.1	16.0			23.1	6.9
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9			92.9	17.4
Max Q Clear Time (g_c+I1), s	3.4	6.0			6.6	2.8
Green Ext Time (p_c), s	0.1	4.8			8.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	104	8	1	79	5	1
Future Vol, veh/h	104	8	1	79	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	113	9	1	86	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	206	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	782	934
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	781	934
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	934	-

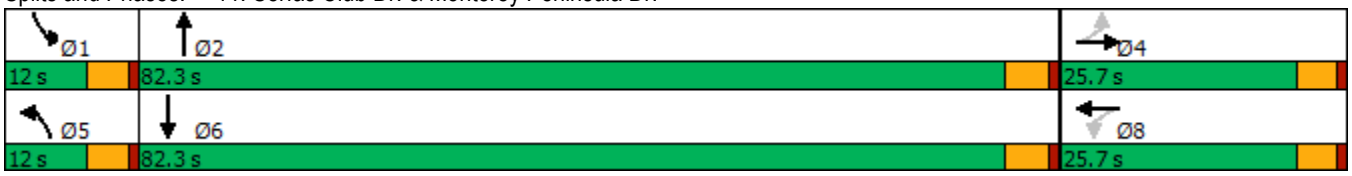
Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	803	-	-	1465	-
HCM Lane V/C Ratio	0.008	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	0	3	0	15	582	29	915
Future Volume (vph)	44	0	3	0	15	582	29	915
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	25.7	25.7	25.7	25.7	12.0	82.3	12.0	82.3
Total Split (%)	21.4%	21.4%	21.4%	21.4%	10.0%	68.6%	10.0%	68.6%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		13.2		13.2	6.4	56.1	6.8	56.3
Actuated g/C Ratio		0.17		0.17	0.08	0.74	0.09	0.74
v/c Ratio		0.20		0.04	0.11	0.23	0.19	0.74
Control Delay		11.8		0.2	46.3	5.8	46.1	14.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		11.8		0.2	46.3	5.8	46.1	14.7
LOS		B		A	D	A	D	B
Approach Delay		11.8		0.2		6.8		15.6
Approach LOS		B		A		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 75.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	0	11	3	0	11	15	582	2	29	915	60
Future Volume (veh/h)	44	0	11	3	0	11	15	582	2	29	915	60
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	0	0	3	0	1	16	606	2	30	953	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	0	0	202	15	37	35	2296	8	59	1127	67
Arrive On Green	0.09	0.00	0.00	0.09	0.00	0.09	0.02	0.63	0.63	0.03	0.65	0.65
Sat Flow, veh/h	1424	0	0	1017	156	391	1781	3633	12	1781	1747	104
Grp Volume(v), veh/h	46	0	0	4	0	0	16	296	312	30	0	1010
Grp Sat Flow(s),veh/h/ln	1424	0	0	1564	0	0	1781	1777	1868	1781	0	1852
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	0.5	4.4	4.4	1.0	0.0	25.3
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.1	0.0	0.0	0.5	4.4	4.4	1.0	0.0	25.3
Prop In Lane	1.00		0.00	0.75		0.25	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	256	0	0	254	0	0	35	1123	1181	59	0	1195
V/C Ratio(X)	0.18	0.00	0.00	0.02	0.00	0.00	0.46	0.26	0.26	0.51	0.00	0.85
Avail Cap(c_a), veh/h	625	0	0	633	0	0	222	2308	2426	222	0	2405
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	24.4	0.0	0.0	28.8	4.8	4.8	28.3	0.0	8.2
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	3.5	0.1	0.1	2.6	0.0	1.7
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	0.6	0.0	0.0	0.1	0.0	0.0	0.2	1.1	1.1	0.4	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	0.0	0.0	24.4	0.0	0.0	32.3	5.0	4.9	30.8	0.0	10.0
LnGrp LOS	C	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		46			4			624			1040	
Approach Delay, s/veh		25.5			24.4			5.7			10.6	
Approach LOS		C			C			A			B	

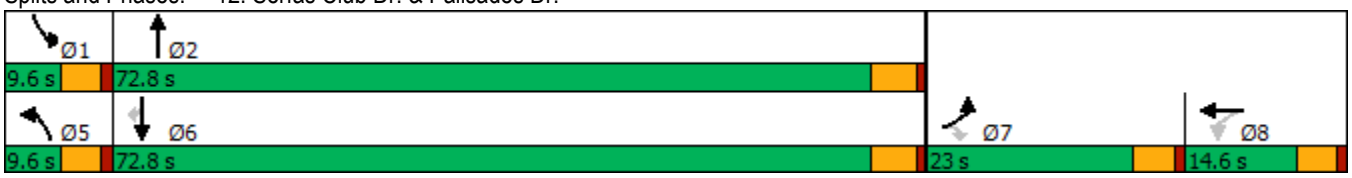
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	42.7		10.2	5.8	43.5		10.2				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	7.4	77.2		21.1	7.4	77.2		21.1				
Max Q Clear Time (g_c+I1), s	3.0	6.4		3.8	2.5	27.3		2.1				
Green Ext Time (p_c), s	0.0	4.0		0.1	0.0	11.1		0.0				

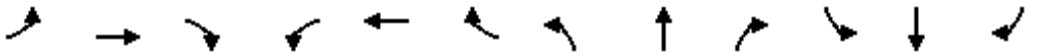
Intersection Summary			
HCM 6th Ctrl Delay		9.2	
HCM 6th LOS		A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	253	49	29	345	807	124		
Future Volume (vph)	253	49	29	345	807	124		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	23.0	23.0	9.6	72.8	72.8	72.8	9.6	14.6
Total Split (%)	19.2%	19.2%	8.0%	60.7%	60.7%	60.7%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	13.3	13.3	5.6	40.5	37.7	37.7		
Actuated g/C Ratio	0.21	0.21	0.09	0.63	0.58	0.58		
v/c Ratio	0.37	0.13	0.19	0.16	0.78	0.14		
Control Delay	28.6	1.0	41.4	4.5	16.5	2.9		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0		
Total Delay	28.6	1.0	41.4	4.5	16.6	2.9		
LOS	C	A	D	A	B	A		
Approach Delay				7.4	14.8			
Approach LOS				A	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 64.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	0	49	0	0	0	29	345	0	0	807	124
Future Volume (veh/h)	253	0	49	0	0	0	29	345	0	0	807	124
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	0	39	0	0	0	30	359	0	0	841	117
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	593	0	0	0	3	0	59	2343	0	3	1022	846
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.03	0.66	0.00	0.00	0.55	0.55
Sat Flow, veh/h	3456	264		0	-86037	0	1781	3647	0	1781	1870	1549
Grp Volume(v), veh/h	264	21.9		0	0	0	30	359	0	0	841	117
Grp Sat Flow(s),veh/h/ln	1728	C		0	1870	0	1781	1777	0	1781	1870	1549
Q Serve(g_s), s	3.9			0.0	0.0	0.0	1.0	2.2	0.0	0.0	21.3	2.1
Cycle Q Clear(g_c), s	3.9			0.0	0.0	0.0	1.0	2.2	0.0	0.0	21.3	2.1
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	593			0	3	0	59	2343	0	3	1022	846
V/C Ratio(X)	0.45			0.00	0.00	0.00	0.51	0.15	0.00	0.00	0.82	0.14
Avail Cap(c_a), veh/h	1108			0	326	0	155	4191	0	155	2206	1827
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	21.3			0.0	0.0	0.0	27.3	3.7	0.0	0.0	10.7	6.4
Incr Delay (d2), s/veh	0.5			0.0	0.0	0.0	2.5	0.0	0.0	0.0	1.7	0.1
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
%ile BackOfQ(50%),veh/ln	1.4			0.0	0.0	0.0	0.4	0.5	0.0	0.0	6.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9			0.0	0.0	0.0	29.8	3.7	0.0	0.0	12.5	6.5
LnGrp LOS	C			A	A	A	C	A	A	A	B	A
Approach Vol, veh/h					0			389			958	
Approach Delay, s/veh					0.0			5.7			11.7	
Approach LOS								A			B	

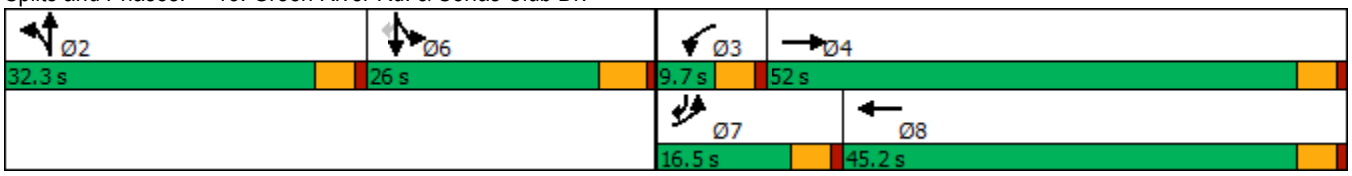
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	43.0			6.5	36.5	14.5	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	67.7			5.0	67.7	18.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	4.2			3.0	23.3	5.9	0.0				
Green Ext Time (p_c), s	0.0	2.5			0.0	8.1	0.7	0.0				

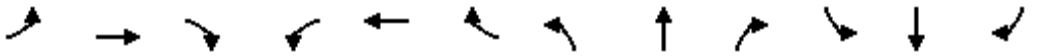
Intersection Summary			
HCM 6th Ctrl Delay		12.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	210	1311	16	511	16	427	41	252
Future Volume (vph)	210	1311	16	511	16	427	41	252
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	16.5	52.0	9.7	45.2	32.3	26.0	26.0	16.5
Total Split (%)	13.8%	43.3%	8.1%	37.7%	26.9%	21.7%	21.7%	13.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.0	44.1	5.5	32.2	13.2	18.1	18.1	33.7
Actuated g/C Ratio	0.12	0.51	0.06	0.38	0.15	0.21	0.21	0.39
v/c Ratio	0.54	0.75	0.14	0.53	0.13	0.68	0.67	0.33
Control Delay	46.3	23.8	52.8	23.5	30.8	47.3	46.5	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	23.8	52.8	23.5	30.8	47.3	46.5	4.8
LOS	D	C	D	C	C	D	D	A
Approach Delay		26.9		24.2	30.8		32.1	
Approach LOS		C		C	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.7	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1311	12	16	511	156	11	16	11	427	41	252
Future Volume (veh/h)	210	1311	12	16	511	156	11	16	11	427	41	252
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	216	1352	10	16	527	135	11	16	5	470	0	129
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1735	13	34	1146	292	40	58	18	621	0	418
Arrive On Green	0.09	0.48	0.48	0.02	0.41	0.41	0.07	0.07	0.07	0.17	0.00	0.17
Sat Flow, veh/h	3456	3616	27	1781	2799	714	615	895	280	3563	0	1585
Grp Volume(v), veh/h	216	664	698	16	334	328	32	0	0	470	0	129
Grp Sat Flow(s),veh/h/ln	1728	1777	1866	1781	1777	1736	1789	0	0	1781	0	1585
Q Serve(g_s), s	4.5	22.8	22.8	0.7	10.0	10.1	1.3	0.0	0.0	9.2	0.0	4.8
Cycle Q Clear(g_c), s	4.5	22.8	22.8	0.7	10.0	10.1	1.3	0.0	0.0	9.2	0.0	4.8
Prop In Lane	1.00		0.01	1.00		0.41	0.34		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	309	853	895	34	728	711	117	0	0	621	0	418
V/C Ratio(X)	0.70	0.78	0.78	0.47	0.46	0.46	0.27	0.00	0.00	0.76	0.00	0.31
Avail Cap(c_a), veh/h	560	1144	1201	124	980	957	672	0	0	1009	0	591
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	1.00
Uniform Delay (d), s/veh	32.5	15.9	15.9	35.7	15.8	15.8	32.7	0.0	0.0	28.8	0.0	21.7
Incr Delay (d2), s/veh	1.1	2.5	2.4	3.8	0.5	0.5	0.5	0.0	0.0	1.9	0.0	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	1.9	8.8	9.2	0.3	3.9	3.8	0.5	0.0	0.0	3.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	18.4	18.2	39.5	16.2	16.3	33.1	0.0	0.0	30.7	0.0	22.1
LnGrp LOS	C	B	B	D	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1578			678			32			599	
Approach Delay, s/veh		20.4			16.8			33.1			28.9	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.5	6.0	40.0		18.0	11.2	34.8				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 47		20.8	11.9	* 41				
Max Q Clear Time (g_c+I1), s		3.3	2.7	24.8		11.2	6.5	12.1				
Green Ext Time (p_c), s		0.1	0.0	10.4		1.6	0.2	4.5				

Intersection Summary		
HCM 6th Ctrl Delay		21.4
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	374	8	0	177	0	5
Future Vol, veh/h	374	8	0	177	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	407	9	0	192	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	407
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	644
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	644
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	644	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	110	82	2	2	4
Future Vol, veh/h	7	110	82	2	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	133	99	2	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	101	0	-	0	249	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1491	-	-	-	739	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1491	-	-	-	735	956
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	879	-

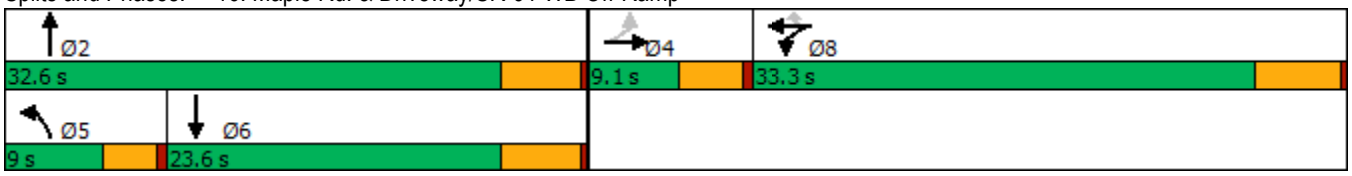
Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

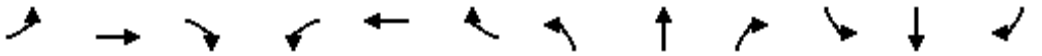
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1491	-	-	-	869
HCM Lane V/C Ratio	0.006	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	1	0	233	0	94	258	558	
Future Volume (vph)	1	0	233	0	94	258	558	
Turn Type	Perm	NA	Split	NA	Perm	NA	NA	
Protected Phases		4	8	8		2	6	5
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	2	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)	9.1	9.1	33.3	33.3	33.3	29.9	9.9	8.5
Total Split (s)	9.1	9.1	33.3	33.3	33.3	32.6	23.6	9.0
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	43.5%	31.5%	12%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	4.4	4.4	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.1	5.3	5.3	5.3	4.9	4.9	
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None
Act Effct Green (s)		5.2	10.5	10.5	10.5	30.6	30.6	
Actuated g/C Ratio		0.10	0.20	0.20	0.20	0.58	0.58	
v/c Ratio		0.02	0.39	0.39	0.25	0.14	0.31	
Control Delay		0.2	20.6	20.6	3.6	8.1	8.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		0.2	20.6	20.6	3.6	8.1	8.8	
LOS		A	C	C	A	A	A	
Approach Delay		0.2		15.7		8.1	8.8	
Approach LOS		A		B		A	A	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 53	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 37.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	5	233	0	94	0	258	0	0	558	0
Future Volume (veh/h)	1	0	5	233	0	94	0	258	0	0	558	0
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	1	0	5	262	0	57	0	290	0	0	627	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	2	0	11	429	0	191	4	2043	0	0	2043	0
Arrive On Green	0.01	0.00	0.01	0.12	0.00	0.12	0.00	0.57	0.00	0.00	0.57	0.00
Sat Flow, veh/h	269	0	1346	3563	0	1585	1781	3647	0	0	3741	0
Grp Volume(v), veh/h	6	0	0	262	0	57	0	290	0	0	627	0
Grp Sat Flow(s),veh/h/ln	1615	0	0	1781	0	1585	1781	1777	0	0	1777	0
Q Serve(g_s), s	0.2	0.0	0.0	3.4	0.0	1.6	0.0	1.8	0.0	0.0	4.4	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	3.4	0.0	1.6	0.0	1.8	0.0	0.0	4.4	0.0
Prop In Lane	0.17		0.83	1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	13	0	0	429	0	191	4	2043	0	0	2043	0
V/C Ratio(X)	0.46	0.00	0.00	0.61	0.00	0.30	0.00	0.14	0.00	0.00	0.31	0.00
Avail Cap(c_a), veh/h	168	0	0	2070	0	921	203	2043	0	0	2043	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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	20.1	0.0	19.3	0.0	4.7	0.0	0.0	5.3	0.0
Incr Delay (d2), s/veh	9.3	0.0	0.0	0.5	0.0	0.3	0.0	0.1	0.0	0.0	0.4	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	0.0	0.0	1.2	0.0	0.5	0.0	0.4	0.0	0.0	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	0.0	0.0	20.6	0.0	19.7	0.0	4.9	0.0	0.0	5.7	0.0
LnGrp LOS	C	A	A	C	A	B	A	A	A	A	A	A
Approach Vol, veh/h		6			319			290			627	
Approach Delay, s/veh		33.1			20.5			4.9			5.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.5	0.0	32.6		11.1				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		3.8		2.2	0.0	6.4		5.4				
Green Ext Time (p_c), s		1.2		0.0	0.0	2.3		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	9.4	
HCM 6th LOS	A	

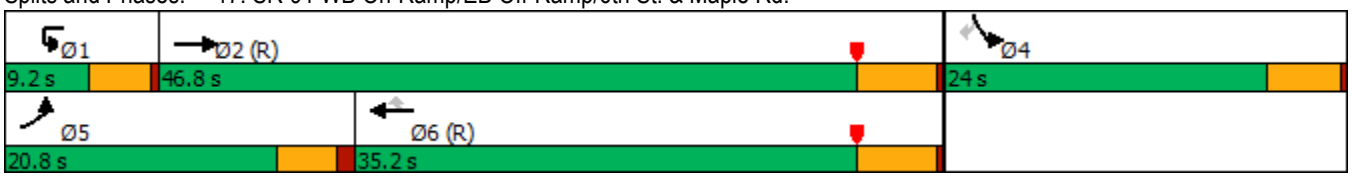
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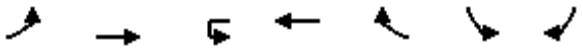
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	187	1271	437	84	540	245	
Future Volume (vph)	187	1271	437	84	540	245	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	20.8	46.8	35.2	35.2	24.0	24.0	9.2
Total Split (%)	26.0%	58.5%	44.0%	44.0%	30.0%	30.0%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	None
Act Effct Green (s)	13.7	50.7	32.4	32.4	19.1	19.1	
Actuated g/C Ratio	0.17	0.63	0.40	0.40	0.24	0.24	
v/c Ratio	0.69	0.63	0.34	0.13	0.73	0.46	
Control Delay	43.1	10.5	17.8	4.5	34.2	6.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.1	10.5	17.8	4.5	34.2	6.4	
LOS	D	B	B	A	C	A	
Approach Delay		14.7	15.7		25.6		
Approach LOS		B	B		C		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	187	1271	0	437	84	540	245
Future Volume (veh/h)	187	1271	0	437	84	540	245
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	208	1412		486	61	600	169
Peak Hour Factor	0.90	0.90		0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	250	2252		1549	677	825	378
Arrive On Green	0.14	0.63		0.44	0.44	0.24	0.24
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	208	1412		486	61	600	169
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	9.1	19.3		7.1	1.8	12.8	7.3
Cycle Q Clear(g_c), s	9.1	19.3		7.1	1.8	12.8	7.3
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	250	2252		1549	677	825	378
V/C Ratio(X)	0.83	0.63		0.31	0.09	0.73	0.45
Avail Cap(c_a), veh/h	361	2252		1549	677	825	378
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.98	0.98	0.96	0.96
Uniform Delay (d), s/veh	33.5	8.9		14.7	13.2	28.1	25.9
Incr Delay (d2), s/veh	10.6	1.3		0.5	0.3	5.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.8		2.8	0.6	5.6	7.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	44.0	10.2		15.3	13.5	33.4	29.6
LnGrp LOS	D	B		B	B	C	C
Approach Vol, veh/h		1620		547		769	
Approach Delay, s/veh		14.6		15.1		32.6	
Approach LOS		B		B		C	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		56.0		24.0	15.8	40.2	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		41.5		19.1	16.2	29.9	
Max Q Clear Time (g_c+I1), s		21.3		14.8	11.1	9.1	
Green Ext Time (p_c), s		6.7		0.8	0.2	2.1	

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

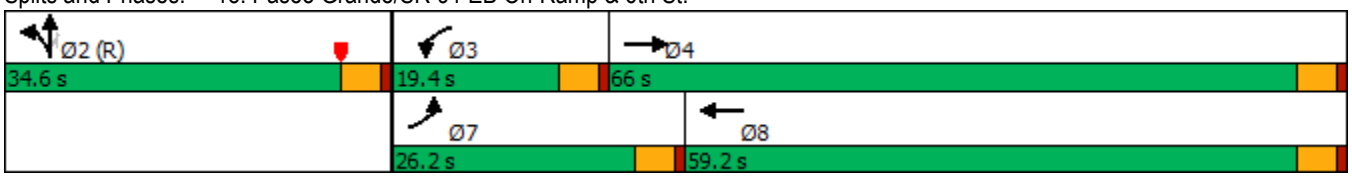
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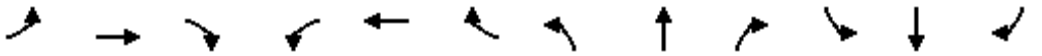
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	181	1147	190	344	177	122	204
Future Volume (vph)	181	1147	190	344	177	122	204
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	26.2	66.0	19.4	59.2	34.6	34.6	34.6
Total Split (%)	21.8%	55.0%	16.2%	49.3%	28.8%	28.8%	28.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	17.2	61.4	14.8	59.0	30.0	30.0	30.0
Actuated g/C Ratio	0.14	0.51	0.12	0.49	0.25	0.25	0.25
v/c Ratio	0.78	1.02	0.96	0.20	0.39	0.38	0.40
Control Delay	70.2	54.6	103.9	15.1	40.6	40.4	6.9
Queue Delay	0.0	9.3	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	63.9	103.9	15.1	40.6	40.4	6.9
LOS	E	E	F	B	D	D	A
Approach Delay		64.5		42.0		26.9	
Approach LOS		E		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 53.3	Intersection LOS: D
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	1147	486	190	344	93	177	122	204	0	0	0
Future Volume (veh/h)	181	1147	486	190	344	93	177	122	204	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	199	1260	394	209	378	70	164	177	160			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	227	1353	411	220	2182	391	454	477	398			
Arrive On Green	0.13	0.51	0.51	0.12	0.50	0.50	0.25	0.25	0.25			
Sat Flow, veh/h	1781	2670	811	1781	4341	779	1781	1870	1563			
Grp Volume(v), veh/h	199	826	828	209	294	154	164	177	160			
Grp Sat Flow(s),veh/h/ln	1781	1777	1704	1781	1702	1716	1781	1870	1563			
Q Serve(g_s), s	13.2	51.4	56.0	14.0	5.6	5.9	9.1	9.3	10.2			
Cycle Q Clear(g_c), s	13.2	51.4	56.0	14.0	5.6	5.9	9.1	9.3	10.2			
Prop In Lane	1.00		0.48	1.00		0.45	1.00		1.00			
Lane Grp Cap(c), veh/h	227	900	863	220	1711	862	454	477	398			
V/C Ratio(X)	0.88	0.92	0.96	0.95	0.17	0.18	0.36	0.37	0.40			
Avail Cap(c_a), veh/h	321	909	872	220	1711	862	454	477	398			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.70	0.70	0.70	0.97	0.97	0.97	1.00	1.00	1.00			
Uniform Delay (d), s/veh	51.4	27.3	28.4	52.2	16.2	16.3	36.7	36.8	37.1			
Incr Delay (d2), s/veh	10.1	10.4	16.6	45.8	0.0	0.1	2.2	2.2	3.0			
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	6.5	23.2	25.4	9.0	2.2	2.3	4.3	4.6	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	37.7	45.0	98.0	16.3	16.4	38.9	39.0	40.1			
LnGrp LOS	E	D	D	F	B	B	D	D	D			
Approach Vol, veh/h		1853			657			501				
Approach Delay, s/veh		43.5			42.3			39.3				
Approach LOS		D			D			D				
Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		35.2	19.4	65.4			19.9	64.9				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		30.0	14.8	61.4			21.6	54.6				
Max Q Clear Time (g_c+I1), s		12.2	16.0	58.0			15.2	7.9				
Green Ext Time (p_c), s		1.1	0.0	2.8			0.1	3.1				

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	25.6
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	173	44	23	292	529	128
Future Vol, veh/h	173	44	23	292	529	128
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	47	25	314	569	138
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	13.9	11.9	36.1
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	80%	0%	0%
Vol Thru, %	81%	100%	0%	100%	0%
Vol Right, %	0%	0%	20%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	195	217	529	128
LT Vol	23	0	173	0	0
Through Vol	97	195	0	529	0
RT Vol	0	0	44	0	128
Lane Flow Rate	129	209	233	569	138
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.227	0.362	0.414	0.918	0.195
Departure Headway (Hd)	6.327	6.229	6.385	5.81	5.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	567	576	562	626	702
Service Time	4.08	3.983	4.436	3.55	2.84
HCM Lane V/C Ratio	0.228	0.363	0.415	0.909	0.197
HCM Control Delay	10.9	12.5	13.9	42.6	9.1
HCM Lane LOS	B	B	B	E	A
HCM 95th-tile Q	0.9	1.6	2	11.7	0.7

Intersection	
Intersection Delay, s/veh	24.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	70	36	10	43	48	27	236	7	68	468	38
Future Vol, veh/h	31	70	36	10	43	48	27	236	7	68	468	38
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	74	38	11	46	51	29	251	7	72	498	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.8	11	13.4	34.4
HCM LOS	B	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	23%	10%	12%
Vol Thru, %	87%	51%	43%	82%
Vol Right, %	3%	26%	48%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	137	101	574
LT Vol	27	31	10	68
Through Vol	236	70	43	468
RT Vol	7	36	48	38
Lane Flow Rate	287	146	107	611
Geometry Grp	1	1	1	1
Degree of Util (X)	0.452	0.259	0.19	0.881
Departure Headway (Hd)	5.661	6.408	6.369	5.195
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	632	557	559	696
Service Time	3.733	4.499	4.466	3.251
HCM Lane V/C Ratio	0.454	0.262	0.191	0.878
HCM Control Delay	13.4	11.8	11	34.4
HCM Lane LOS	B	B	B	D
HCM 95th-tile Q	2.3	1	0.7	10.8

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	31	4	50	23	119	3	166	55	352	167	11
Future Vol, veh/h	3	31	4	50	23	119	3	166	55	352	167	11
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	33	4	53	24	127	3	177	59	374	178	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	11.6	11.3	26.1
HCM LOS	A	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	8%	26%	66%
Vol Thru, %	74%	82%	12%	32%
Vol Right, %	25%	11%	62%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	224	38	192	530
LT Vol	3	3	50	352
Through Vol	166	31	23	167
RT Vol	55	4	119	11
Lane Flow Rate	238	40	204	564
Geometry Grp	1	1	1	1
Degree of Util (X)	0.353	0.072	0.326	0.807
Departure Headway (Hd)	5.336	6.417	5.748	5.15
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	672	555	623	705
Service Time	3.382	4.489	3.801	3.183
HCM Lane V/C Ratio	0.354	0.072	0.327	0.8
HCM Control Delay	11.3	10	11.6	26.1
HCM Lane LOS	B	A	B	D
HCM 95th-tile Q	1.6	0.2	1.4	8.4

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	6	2	212	195	26
Future Vol, veh/h	12	6	2	212	195	26
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	8	3	265	244	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	535	264	280	0	-	0
Stage 1	264	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	506	775	1283	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	501	773	1279	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1279	-	634	-	-
HCM Lane V/C Ratio	0.002	-	0.035	-	-
HCM Control Delay (s)	7.8	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	3	1	0	3	5	201	1	5	181	16
Future Vol, veh/h	11	0	3	1	0	3	5	201	1	5	181	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	3	1	0	3	5	218	1	5	197	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	446	445	206	446	453	219	214	0	0	219	0	0
Stage 1	216	216	-	229	229	-	-	-	-	-	-	-
Stage 2	230	229	-	217	224	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	523	508	835	523	503	821	1356	-	-	1350	-	-
Stage 1	786	724	-	774	715	-	-	-	-	-	-	-
Stage 2	773	715	-	785	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	518	504	835	518	499	821	1356	-	-	1350	-	-
Mov Cap-2 Maneuver	518	504	-	518	499	-	-	-	-	-	-	-
Stage 1	783	721	-	771	712	-	-	-	-	-	-	-
Stage 2	767	712	-	779	715	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	10.1	0.2	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	564	716	1350	-	-
HCM Lane V/C Ratio	0.004	-	-	0.027	0.006	0.004	-	-
HCM Control Delay (s)	7.7	0	-	11.6	10.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	55	17	166	157	28
Future Vol, veh/h	41	55	17	166	157	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	63	19	189	178	32
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	9	8.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	9%	43%	0%
Vol Thru, %	91%	0%	85%
Vol Right, %	0%	57%	15%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	183	96	185
LT Vol	17	41	0
Through Vol	166	0	157
RT Vol	0	55	28
Lane Flow Rate	208	109	210
Geometry Grp	1	1	1
Degree of Util (X)	0.256	0.139	0.253
Departure Headway (Hd)	4.433	4.597	4.327
Convergence, Y/N	Yes	Yes	Yes
Cap	811	780	833
Service Time	2.453	2.624	2.345
HCM Lane V/C Ratio	0.256	0.14	0.252
HCM Control Delay	9	8.4	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.5	1

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	0	1	0	79	0	77	0	102	107	91	109	0
Future Vol, veh/h	0	1	0	79	0	77	0	102	107	91	109	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	0	93	0	91	0	120	126	107	128	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

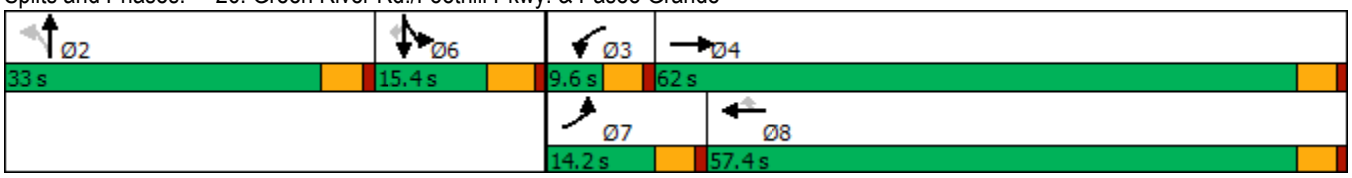
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	9.2	9.5	9.2	12.1
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	46%
Vol Thru, %	100%	0%	100%	0%	100%	0%	54%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	107	1	79	0	77	200
LT Vol	0	0	0	79	0	0	91
Through Vol	102	0	1	0	0	0	109
RT Vol	0	107	0	0	0	77	0
Lane Flow Rate	120	126	1	93	0	91	235
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	0.188	0.172	0.002	0.162	0	0.127	0.379
Departure Headway (Hd)	5.634	4.929	6.462	6.265	5.761	5.054	5.802
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	631	720	557	568	0	702	614
Service Time	3.416	2.711	4.162	4.053	3.548	2.841	3.59
HCM Lane V/C Ratio	0.19	0.175	0.002	0.164	0	0.13	0.383
HCM Control Delay	9.7	8.7	9.2	10.3	8.5	8.6	12.1
HCM Lane LOS	A	A	A	B	N	A	B
HCM 95th-tile Q	0.7	0.6	0	0.6	0	0.4	1.8

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	198	1400	1	400	16	1	0	35	0	160
Future Volume (vph)	198	1400	1	400	16	1	0	35	0	160
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8			2	6	6	
Permitted Phases					8	2				6
Detector Phase	7	4	3	8	8	2	2	6	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	10.0
Minimum Split (s)	9.6	21.7	9.6	32.7	32.7	31.7	31.7	15.4	15.4	15.4
Total Split (s)	14.2	62.0	9.6	57.4	57.4	33.0	33.0	15.4	15.4	15.4
Total Split (%)	11.8%	51.7%	8.0%	47.8%	47.8%	27.5%	27.5%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	3.7	4.4	4.4	4.4
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
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7		4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	39.4	6.2	22.6	22.6		14.2	12.5	12.5	12.5
Actuated g/C Ratio	0.17	0.66	0.10	0.38	0.38		0.24	0.21	0.21	0.21
v/c Ratio	0.35	0.61	0.01	0.30	0.02		0.00	0.09	0.10	0.10
Control Delay	32.0	12.7	41.0	15.0	0.1		28.0	33.1	0.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	32.0	12.7	41.0	15.0	0.1		28.0	33.1	0.2	0.2
LOS	C	B	D	B	A		C	C	A	A
Approach Delay		15.0		14.5			28.0		6.1	
Approach LOS		B		B			C		A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 59.8		
Natural Cycle: 100		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.61		
Intersection Signal Delay: 14.2	Intersection LOS: B	
Intersection Capacity Utilization 63.5%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1400	2	1	400	16	1	0	0	35	0	160
Future Volume (veh/h)	198	1400	2	1	400	16	1	0	0	35	0	160
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	1414	2	1	404	15	1	0	0	35	0	56
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	1992	3	3	1635	729	5	0	0	230	0	410
Arrive On Green	0.09	0.55	0.55	0.00	0.46	0.46	0.00	0.00	0.00	0.13	0.00	0.13
Sat Flow, veh/h	3456	3641	5	1781	3554	1585	1781	0	0	1781	0	3170
Grp Volume(v), veh/h	200	690	726	1	404	15	1	0	0	35	0	56
Grp Sat Flow(s),veh/h/ln	1728	1777	1869	1781	1777	1585	1781	0	0	1781	0	1585
Q Serve(g_s), s	3.4	17.5	17.5	0.0	4.2	0.3	0.0	0.0	0.0	1.1	0.0	1.0
Cycle Q Clear(g_c), s	3.4	17.5	17.5	0.0	4.2	0.3	0.0	0.0	0.0	1.1	0.0	1.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	972	1023	3	1635	729	5	0	0	230	0	410
V/C Ratio(X)	0.66	0.71	0.71	0.34	0.25	0.02	0.20	0.00	0.00	0.15	0.00	0.14
Avail Cap(c_a), veh/h	547	1678	1765	147	3086	1376	831	0	0	294	0	522
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	1.00
Uniform Delay (d), s/veh	26.8	10.2	10.2	30.3	10.0	8.9	30.2	0.0	0.0	23.5	0.0	23.4
Incr Delay (d2), s/veh	0.9	1.0	0.9	23.6	0.1	0.0	19.3	0.0	0.0	0.3	0.0	0.2
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	1.4	5.6	5.9	0.0	1.4	0.1	0.0	0.0	0.0	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	11.2	11.1	53.8	10.1	8.9	49.4	0.0	0.0	23.8	0.0	23.6
LnGrp LOS	C	B	B	D	B	A	D	A	A	C	A	C
Approach Vol, veh/h		1616			420			1			91	
Approach Delay, s/veh		13.2			10.1			49.4			23.6	
Approach LOS		B			B			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.7	37.9		13.2	9.9	32.6				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.0	* 57		10.0	9.6	* 53				
Max Q Clear Time (g_c+I1), s		2.0	2.0	19.5		3.1	5.4	6.2				
Green Ext Time (p_c), s		0.0	0.0	13.7		0.1	0.1	3.0				

Intersection Summary		
HCM 6th Ctrl Delay		13.0
HCM 6th LOS		B

Notes

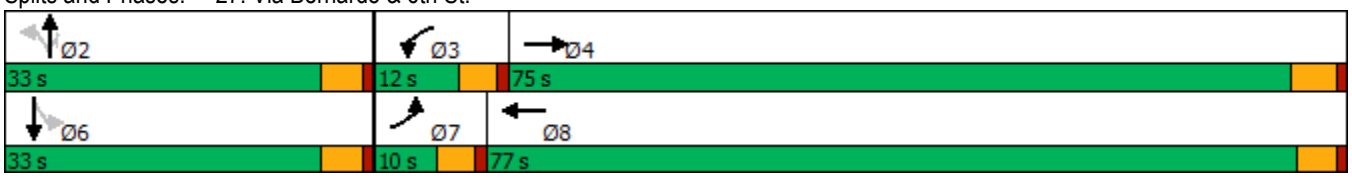
User approved volume balancing among the lanes for turning movement.

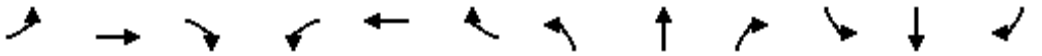
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	2	1408	29	606	38	0	42	
Future Volume (vph)	2	1408	29	606	38	0	42	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	10.0	75.0	12.0	77.0	33.0	33.0	33.0	33.0
Total Split (%)	8.3%	62.5%	10.0%	64.2%	27.5%	27.5%	27.5%	28%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.6	43.8	6.5	48.8		13.2	13.2	
Actuated g/C Ratio	0.08	0.59	0.09	0.66		0.18	0.18	
v/c Ratio	0.01	0.76	0.21	0.28		0.16	0.14	
Control Delay	46.0	14.7	45.0	6.0		34.5	7.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.0	14.7	45.0	6.0		34.5	7.8	
LOS	D	B	D	A		C	A	
Approach Delay		14.7		7.8		20.4		
Approach LOS		B		A		C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
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: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1408	50	29	606	0	38	0	42	0	0	0
Future Volume (veh/h)	2	1408	50	29	606	0	38	0	42	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	1530	45	32	659	0	41	0	41	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	2105	62	60	2232	0	325	0	241	0	284	0
Arrive On Green	0.00	0.60	0.60	0.03	0.63	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Sat Flow, veh/h	1781	3524	103	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	2	770	805	32	659	0	41	0	41	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.1	20.3	20.4	1.2	5.6	0.0	1.7	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	20.3	20.4	1.2	5.6	0.0	1.7	0.0	1.5	0.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	5	1061	1105	60	2232	0	325	0	241	0	284	0
V/C Ratio(X)	0.41	0.73	0.73	0.53	0.30	0.00	0.13	0.00	0.17	0.00	0.00	0.00
Avail Cap(c_a), veh/h	149	1886	1965	203	3902	0	719	0	681	0	804	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	32.8	9.4	9.5	31.3	5.6	0.0	24.4	0.0	24.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.4	1.0	0.9	2.7	0.1	0.0	0.2	0.0	0.3	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	6.1	6.4	0.5	1.6	0.0	0.5	0.0	0.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	10.4	10.4	34.0	5.7	0.0	24.6	0.0	24.6	0.0	0.0	0.0
LnGrp LOS	D	B	B	C	A	A	C	A	C	A	A	A
Approach Vol, veh/h		1577			691			82			0	
Approach Delay, s/veh		10.4			7.0			24.6			0.0	
Approach LOS		B			A			C				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.7	6.7	44.4	14.7	4.7	46.5
Change Period (Y+Rc), s	* 4.7	4.5	5.1	* 4.7	4.5	* 5.1
Max Green Setting (Gmax), s	* 28	7.5	69.9	* 28	5.5	* 72
Max Q Clear Time (g_c+I1), s	3.7	3.2	22.4	0.0	2.1	7.6
Green Ext Time (p_c), s	0.3	0.0	16.9	0.0	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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	9	122	6	4	101	13	7	16	6	35	40	19
Future Vol, veh/h	9	122	6	4	101	13	7	16	6	35	40	19
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	134	7	4	111	14	8	18	7	38	44	21
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.6	8.5	7.9	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	24%	7%	4%	0%	37%
Vol Thru, %	55%	89%	96%	0%	43%
Vol Right, %	21%	4%	0%	100%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	137	105	13	94
LT Vol	7	9	4	0	35
Through Vol	16	122	101	0	40
RT Vol	6	6	0	13	19
Lane Flow Rate	32	151	115	14	103
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.041	0.188	0.16	0.017	0.132
Departure Headway (Hd)	4.647	4.496	4.995	4.273	4.587
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	771	799	720	839	783
Service Time	2.674	2.516	2.716	1.993	2.609
HCM Lane V/C Ratio	0.042	0.189	0.16	0.017	0.132
HCM Control Delay	7.9	8.6	8.7	7.1	8.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.7	0.6	0.1	0.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	384	223	21	26	5
Future Vol, veh/h	7	384	223	21	26	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	436	253	24	30	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	277	0	-	0	717	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	452	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1286	-	-	-	396	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1286	-	-	-	393	774
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1286	-	-	-	427
HCM Lane V/C Ratio	0.006	-	-	-	0.082
HCM Control Delay (s)	7.8	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	433	40	31	168	17	22
Future Vol, veh/h	433	40	31	168	17	22
Conflicting Peds, #/hr	0	6	0	0	0	39
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	492	45	35	191	19	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	543	0	687	314
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1022	-	381	682
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1016	-	364	653
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	813	-

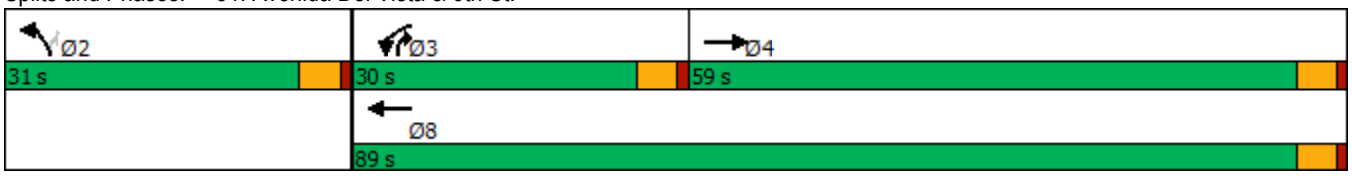
Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	485	-	-	1016	-
HCM Lane V/C Ratio	0.091	-	-	0.035	-
HCM Control Delay (s)	13.2	-	-	8.7	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1273	158	549	116	130
Future Volume (vph)	1273	158	549	116	130
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	49.4	13.0	67.1	12.3	30.2
Actuated g/C Ratio	0.55	0.15	0.75	0.14	0.34
v/c Ratio	0.78	0.64	0.21	0.25	0.25
Control Delay	20.3	49.7	3.7	37.8	19.8
Queue Delay	0.6	0.0	0.0	0.0	0.0
Total Delay	20.9	49.7	3.7	37.8	19.8
LOS	C	D	A	D	B
Approach Delay	20.9		14.0	28.3	
Approach LOS	C		B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1273	180	158	549	116	130
Future Volume (veh/h)	1273	180	158	549	116	130
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1326	188	165	572	121	135
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1727	243	207	2601	476	403
Arrive On Green	0.55	0.55	0.12	0.73	0.14	0.14
Sat Flow, veh/h	3221	440	1781	3647	3456	1585
Grp Volume(v), veh/h	749	765	165	572	121	135
Grp Sat Flow(s),veh/h/ln	1777	1791	1781	1777	1728	1585
Q Serve(g_s), s	23.6	24.1	6.5	3.7	2.3	5.0
Cycle Q Clear(g_c), s	23.6	24.1	6.5	3.7	2.3	5.0
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	981	989	207	2601	476	403
V/C Ratio(X)	0.76	0.77	0.80	0.22	0.25	0.34
Avail Cap(c_a), veh/h	1337	1348	627	4152	1260	762
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.5	12.6	31.1	3.1	27.8	21.9
Incr Delay (d2), s/veh	1.8	2.0	2.7	0.0	0.3	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	8.4	8.7	2.8	0.9	0.9	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	14.6	33.7	3.1	28.1	22.4
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1514			737	256	
Approach Delay, s/veh	14.5			10.0	25.1	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.6	13.0	44.5		57.5
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		7.0	8.5	26.1		5.7
Green Ext Time (p_c), s		0.8	0.2	13.7		4.5

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	133	23	11	71	89	11	127	6	158	166	45
Future Vol, veh/h	30	133	23	11	71	89	11	127	6	158	166	45
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	145	25	12	77	97	12	138	7	172	180	49
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

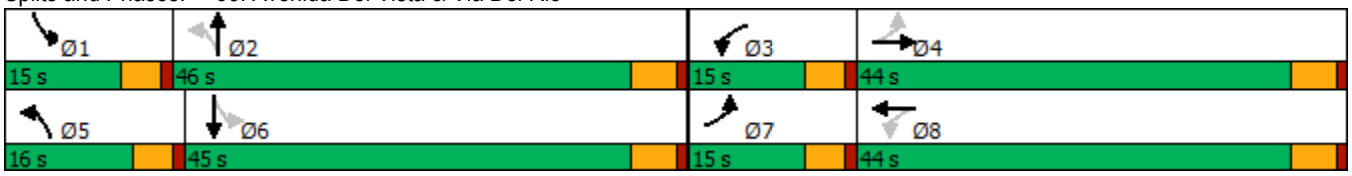
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.9	11.3	11.1	12
HCM LOS	B	B	B	B

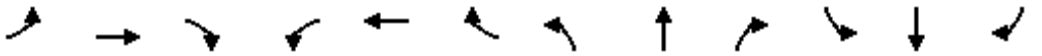
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	18%	0%	100%	0%	100%	0%
Vol Thru, %	0%	95%	82%	0%	0%	44%	0%	79%
Vol Right, %	0%	5%	0%	100%	0%	56%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	133	163	23	11	160	158	211
LT Vol	11	0	30	0	11	0	158	0
Through Vol	0	127	133	0	0	71	0	166
RT Vol	0	6	0	23	0	89	0	45
Lane Flow Rate	12	145	177	25	12	174	172	229
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.023	0.254	0.321	0.04	0.023	0.294	0.31	0.372
Departure Headway (Hd)	6.861	6.321	6.524	5.72	6.983	6.08	6.492	5.835
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	521	567	549	624	512	590	553	615
Service Time	4.618	4.078	4.279	3.474	4.74	3.836	4.239	3.581
HCM Lane V/C Ratio	0.023	0.256	0.322	0.04	0.023	0.295	0.311	0.372
HCM Control Delay	9.8	11.2	12.4	8.7	9.9	11.4	12.1	12
HCM Lane LOS	A	B	B	A	A	B	B	B
HCM 95th-tile Q	0.1	1	1.4	0.1	0.1	1.2	1.3	1.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	299	28	155	46	71	42	89
Future Volume (vph)	23	299	28	155	46	71	42	89
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	15.0	44.0	15.0	44.0	16.0	46.0	15.0	45.0
Total Split (%)	12.5%	36.7%	12.5%	36.7%	13.3%	38.3%	12.5%	37.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	15.1	12.8	15.8	14.5	17.7	15.2	16.4	12.8
Actuated g/C Ratio	0.33	0.28	0.35	0.32	0.39	0.33	0.36	0.28
v/c Ratio	0.06	0.43	0.07	0.19	0.10	0.18	0.09	0.27
Control Delay	12.0	16.9	12.1	13.5	9.7	13.9	9.7	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	16.9	12.1	13.5	9.7	13.9	9.7	16.4
LOS	B	B	B	B	A	B	A	B
Approach Delay		16.6		13.3		12.5		14.7
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 43.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	299	77	28	155	31	46	71	29	42	89	37
Future Volume (veh/h)	23	299	77	28	155	31	46	71	29	42	89	37
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	332	82	31	172	34	51	79	31	47	99	37
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	655	160	354	701	136	471	300	118	491	300	112
Arrive On Green	0.03	0.23	0.23	0.04	0.24	0.24	0.05	0.23	0.23	0.05	0.23	0.23
Sat Flow, veh/h	1781	2833	690	1781	2969	575	1781	1278	502	1781	1298	485
Grp Volume(v), veh/h	26	207	207	31	101	105	51	0	110	47	0	136
Grp Sat Flow(s),veh/h/ln	1781	1777	1746	1781	1777	1767	1781	0	1780	1781	0	1783
Q Serve(g_s), s	0.5	4.4	4.5	0.6	2.0	2.1	0.9	0.0	2.2	0.8	0.0	2.7
Cycle Q Clear(g_c), s	0.5	4.4	4.5	0.6	2.0	2.1	0.9	0.0	2.2	0.8	0.0	2.7
Prop In Lane	1.00		0.40	1.00		0.33	1.00		0.28	1.00		0.27
Lane Grp Cap(c), veh/h	443	411	404	354	420	417	471	0	417	491	0	412
V/C Ratio(X)	0.06	0.50	0.51	0.09	0.24	0.25	0.11	0.00	0.26	0.10	0.00	0.33
Avail Cap(c_a), veh/h	816	1598	1571	719	1598	1590	846	0	1684	831	0	1645
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	1.00
Uniform Delay (d), s/veh	12.0	14.5	14.5	12.1	13.4	13.4	11.5	0.0	13.5	11.5	0.0	13.8
Incr Delay (d2), s/veh	0.0	1.0	1.0	0.0	0.3	0.3	0.0	0.0	0.3	0.0	0.0	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	0.2	1.5	1.6	0.2	0.7	0.7	0.3	0.0	0.8	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	15.4	15.5	12.1	13.7	13.7	11.5	0.0	13.8	11.6	0.0	14.3
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		440			237			161			183	
Approach Delay, s/veh		15.3			13.5			13.1			13.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	15.2	6.2	15.1	6.9	15.1	5.9	15.3
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	40.9	10.4	38.9	11.4	39.9	10.4	38.9
Max Q Clear Time (g_c+I1), s	2.8	4.2	2.6	6.5	2.9	4.7	2.5	4.1
Green Ext Time (p_c), s	0.0	0.6	0.0	2.5	0.0	0.8	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

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	13	142	14	15	155	26	3	16	14	36	31	18
Future Vol, veh/h	13	142	14	15	155	26	3	16	14	36	31	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	167	16	18	182	31	4	19	16	42	36	21
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9.5	9.6	8.2	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	9%	8%	0%	9%	0%	42%
Vol Thru, %	48%	92%	0%	91%	0%	36%
Vol Right, %	42%	0%	100%	0%	100%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	155	14	170	26	85
LT Vol	3	13	0	15	0	36
Through Vol	16	142	0	155	0	31
RT Vol	14	0	14	0	26	18
Lane Flow Rate	39	182	16	200	31	100
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.053	0.26	0.02	0.284	0.037	0.138
Departure Headway (Hd)	4.878	5.129	4.383	5.103	4.355	4.979
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	731	698	814	704	820	718
Service Time	2.926	2.869	2.122	2.842	2.093	3.021
HCM Lane V/C Ratio	0.053	0.261	0.02	0.284	0.038	0.139
HCM Control Delay	8.2	9.7	7.2	9.9	7.3	8.8
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	1	0.1	1.2	0.1	0.5

APPENDIX 6.2: EAPC (2027) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC (2027)
				CALC CS	DATE	06/21/23
Jurisdiction: **County of Riverside**				CHK CS	DATE	06/21/23
Major Street: **Frontage Rd.**				Critical Approach Speed (Major)		35 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 = **3,008** vpd Minor Street Future ADT = **109** 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 ……..

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	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)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied: XX				
Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,008** / *1* **109**	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)	
	Urban	Rural	Urban	Rural
Satisfied				
Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,008** / *1* **109**	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: 5% B: 9%	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		EAPC (2027)
				CALC CS	DATE	06/22/23
Jurisdiction: **County of Riverside**				CHK CS	DATE	06/22/23
Major Street: **Pine Crest Dr.**				Critical Approach Speed (Major)		25 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 = **1,958** vpd Minor Street Future ADT = **102** 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 ……..

URBAN (U)

(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 **1,958**	*1* **102**	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 **1,958**	*1* **102**	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** 4% **B** 9%	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.

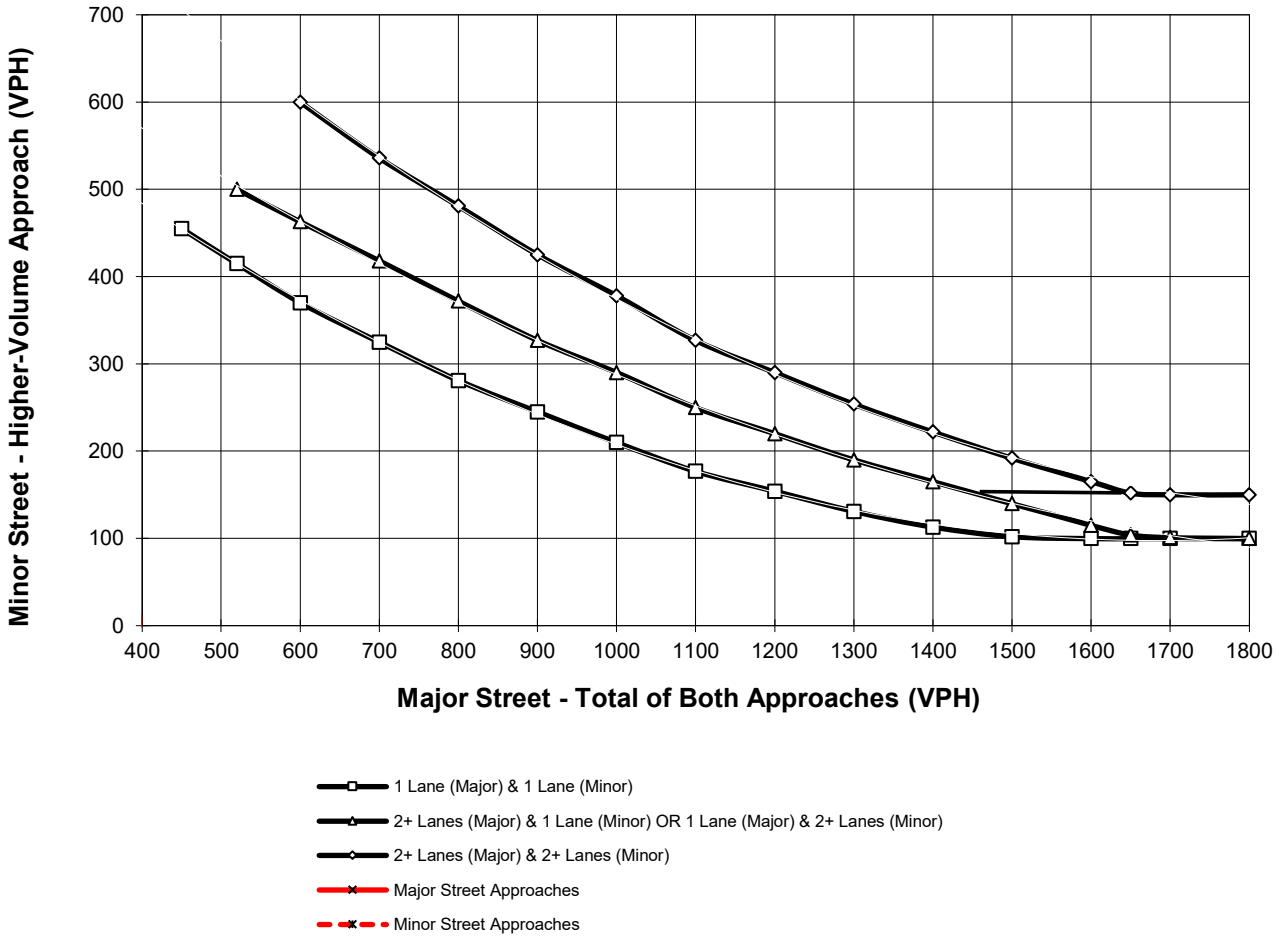
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Pine Crest Dr.**
Total of Both Approaches (VPH) = **397**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Mountain View Dr.**
High Volume Approach (VPH) = **11**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

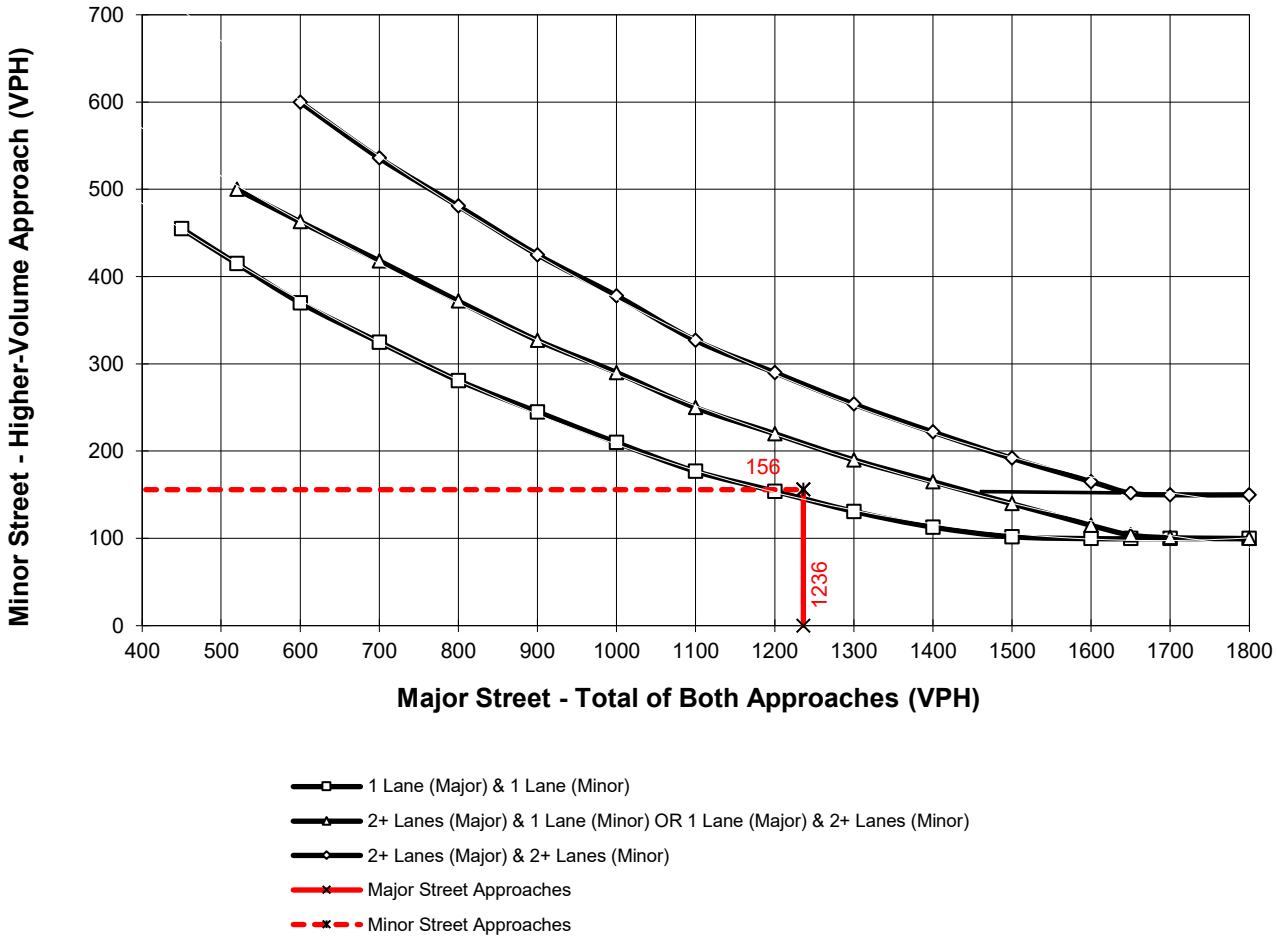
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **1236**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Frontage Road**
High Volume Approach (VPH) = **156**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

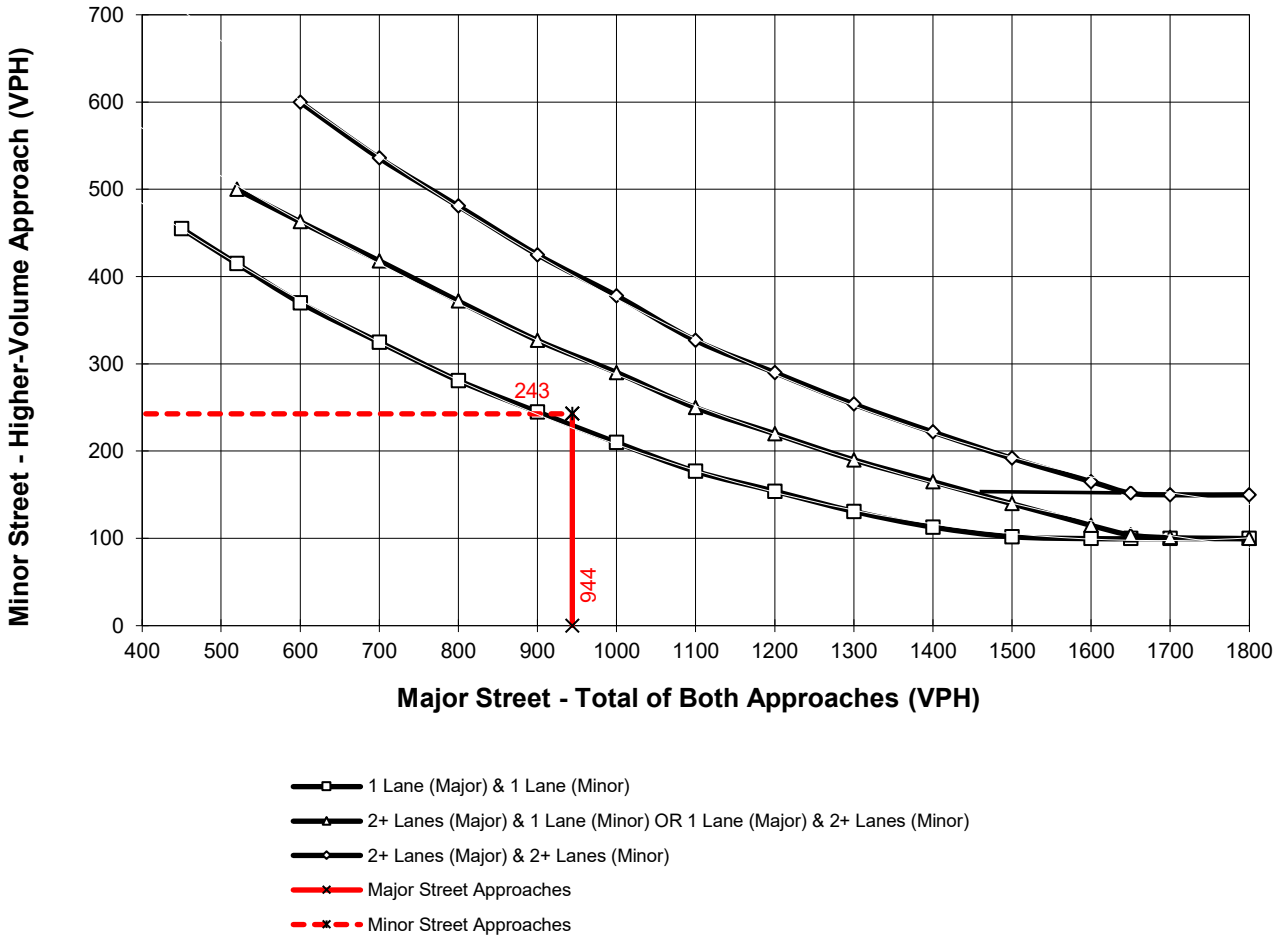
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **944**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **243**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

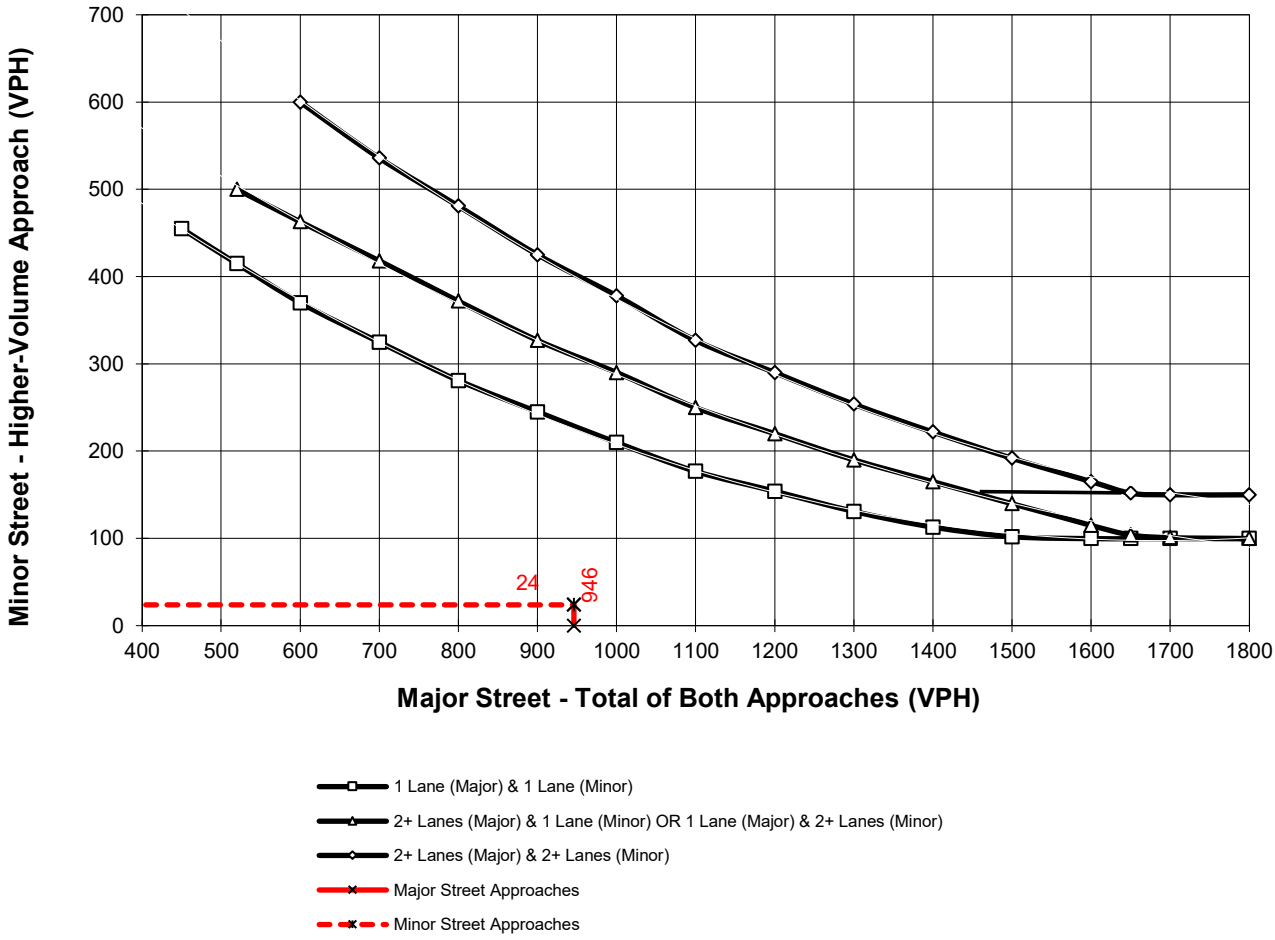
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **946**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Brae Burn Rd.**
High Volume Approach (VPH) = **24**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 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		EAPC (2027)
				CALC CS	DATE	06/21/23
Jurisdiction: **County of Riverside**				CHK CS	DATE	06/21/23
Major Street: **Paseo Grande**				Critical Approach Speed (Major)		35 mph
Minor Street: **Driveway 4/5**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,285** vpd Minor Street Future ADT = **237** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,285** / *1* **237**	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	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,285** / *1* **237**	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: 10% B: 20%				

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-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

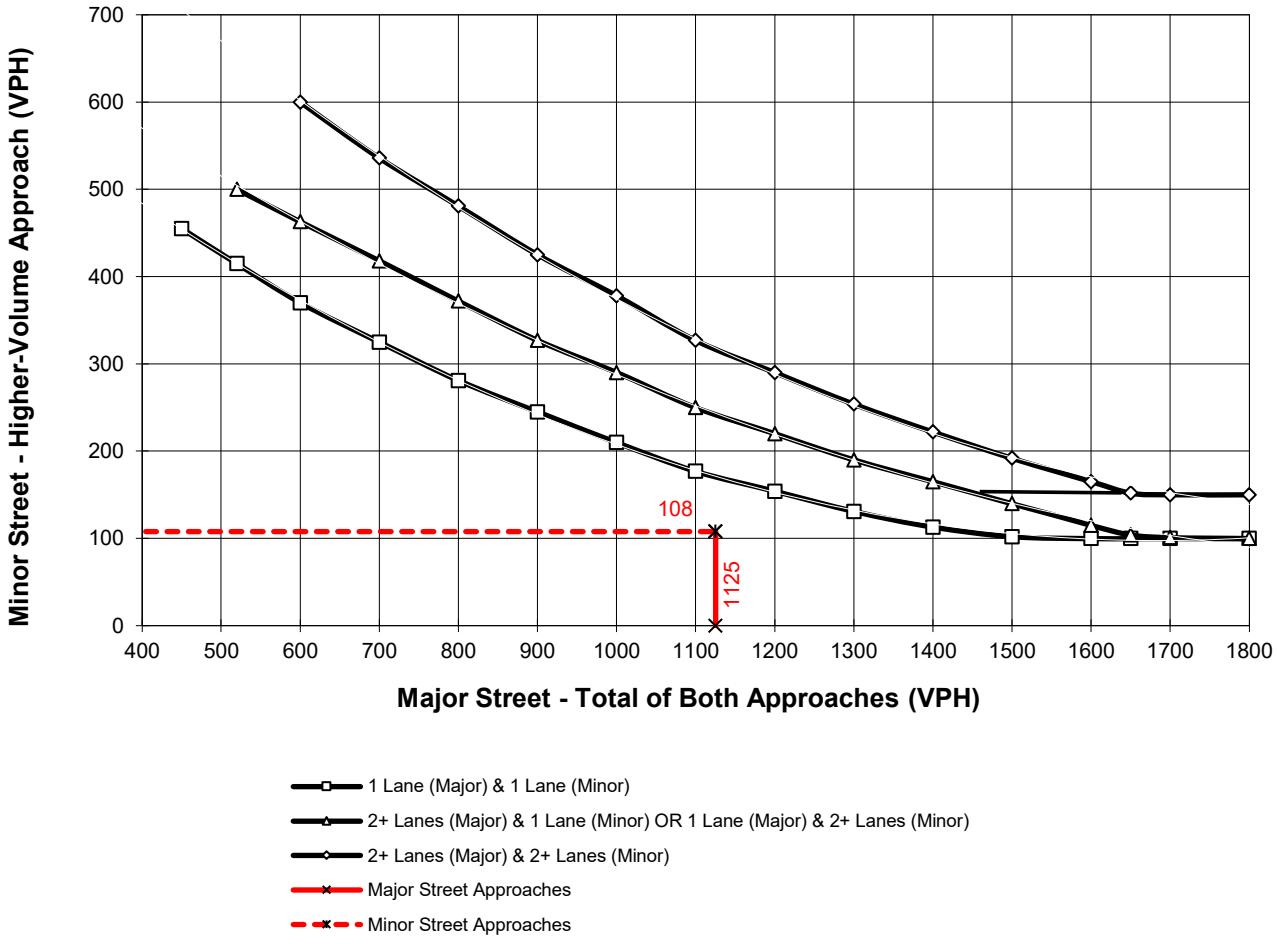
Major Street Name = **Paseo Grande**

Total of Both Approaches (VPH) = **1125**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Pine Crest Dr.**

High Volume Approach (VPH) = **108**
. **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

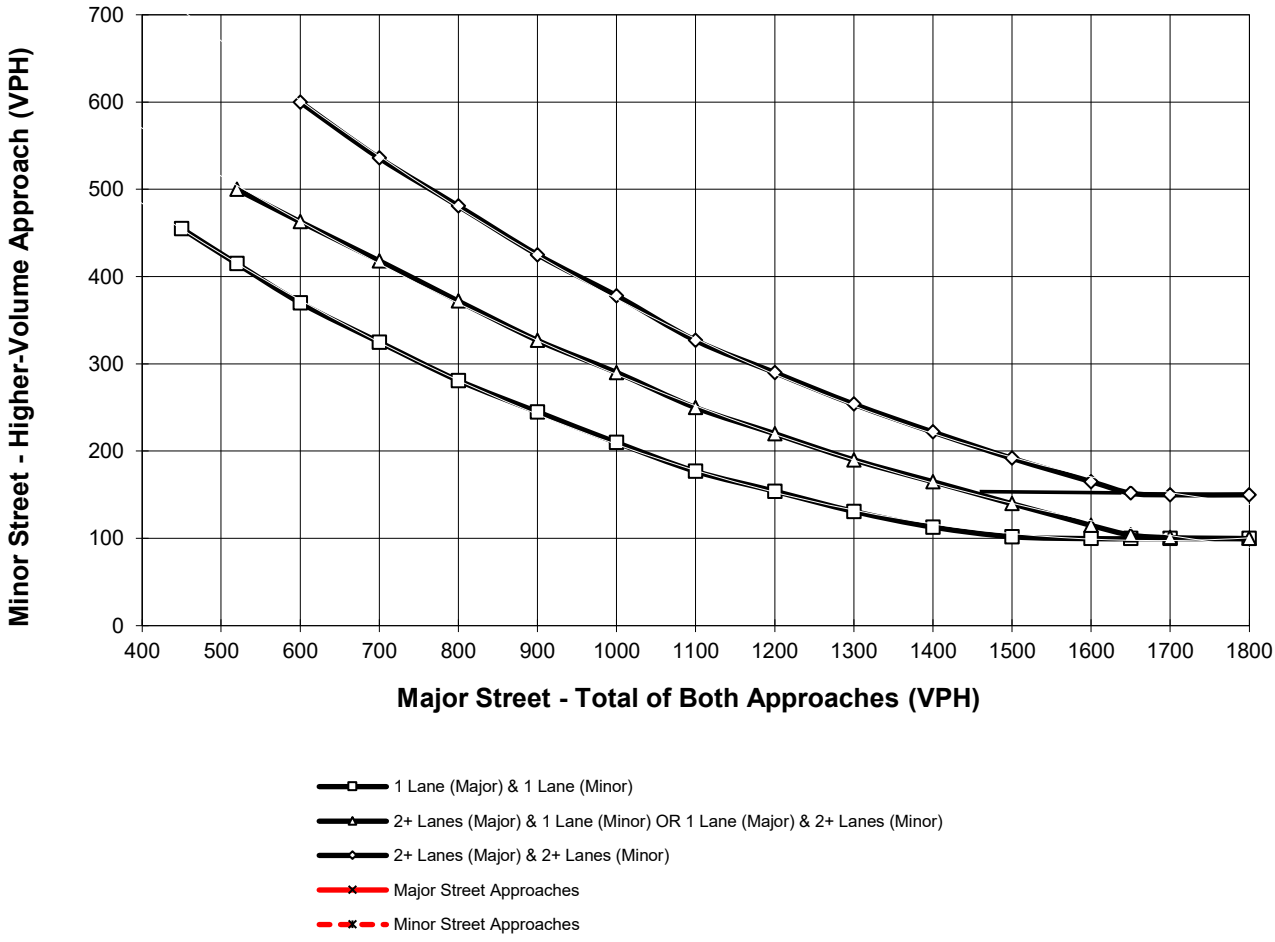
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Santiago**
Total of Both Approaches (VPH) = **287**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **125**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

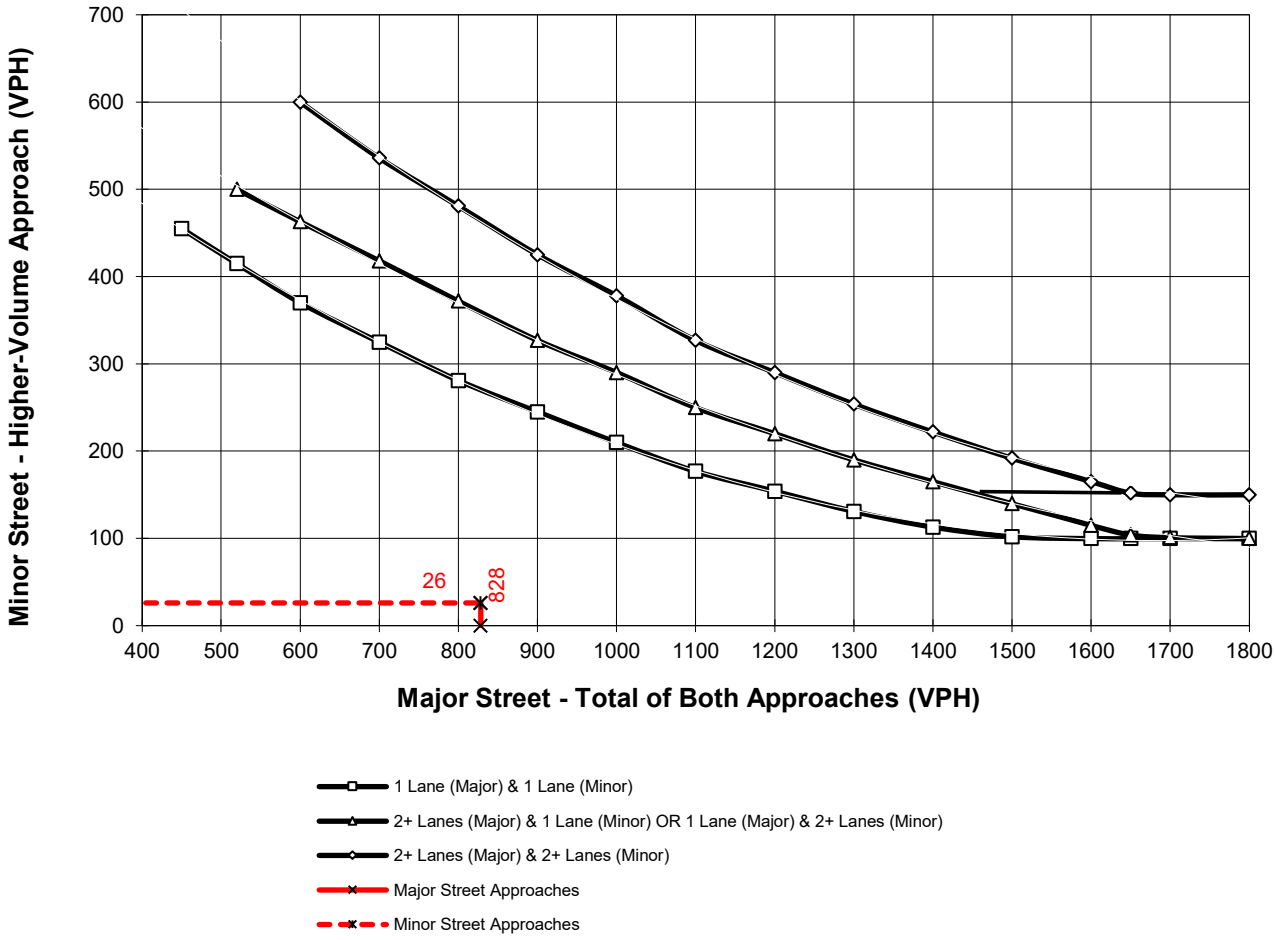
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **828**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **26**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

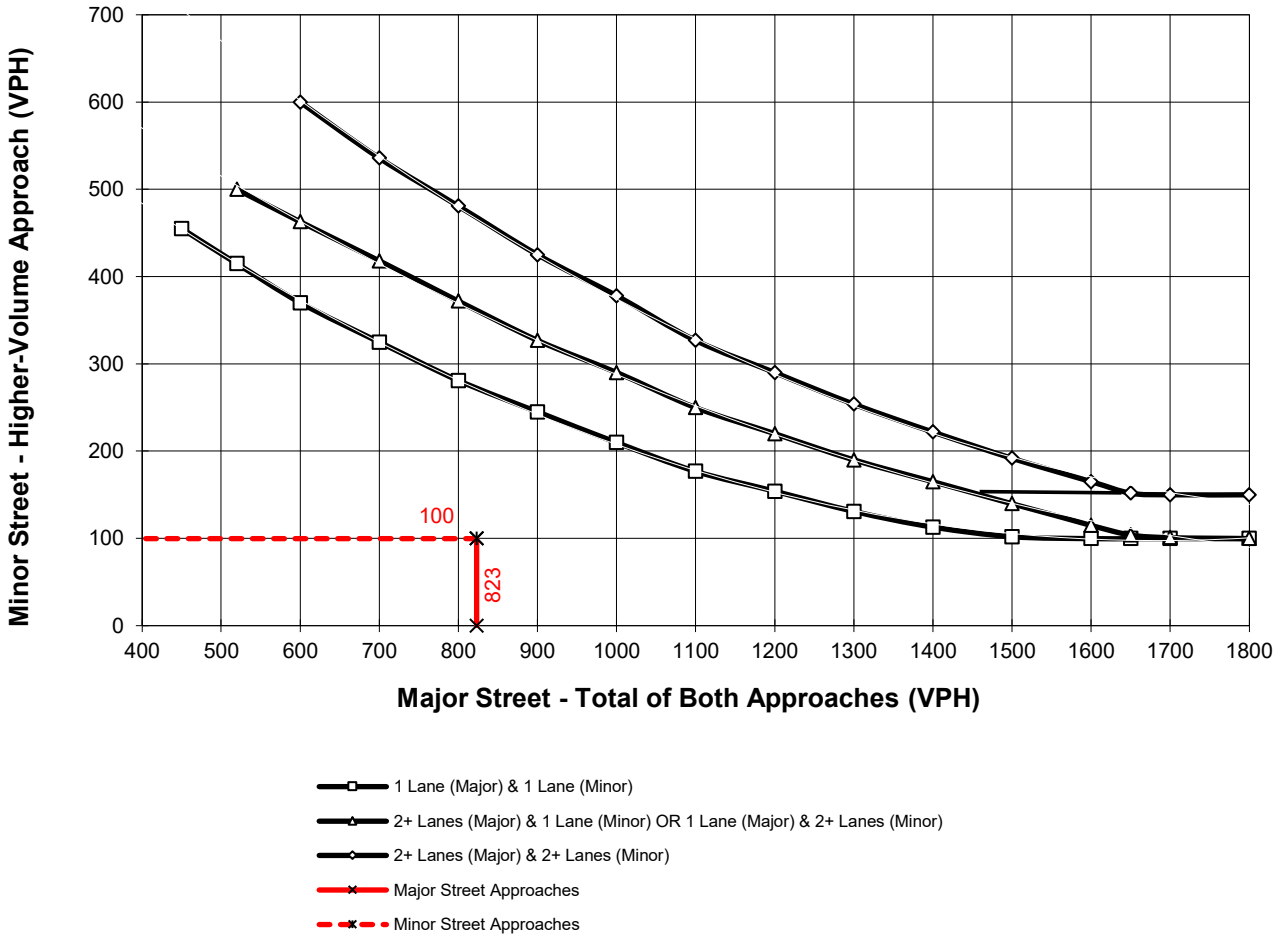
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **823**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Kirkwood Dr.**
High Volume Approach (VPH) = **100**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

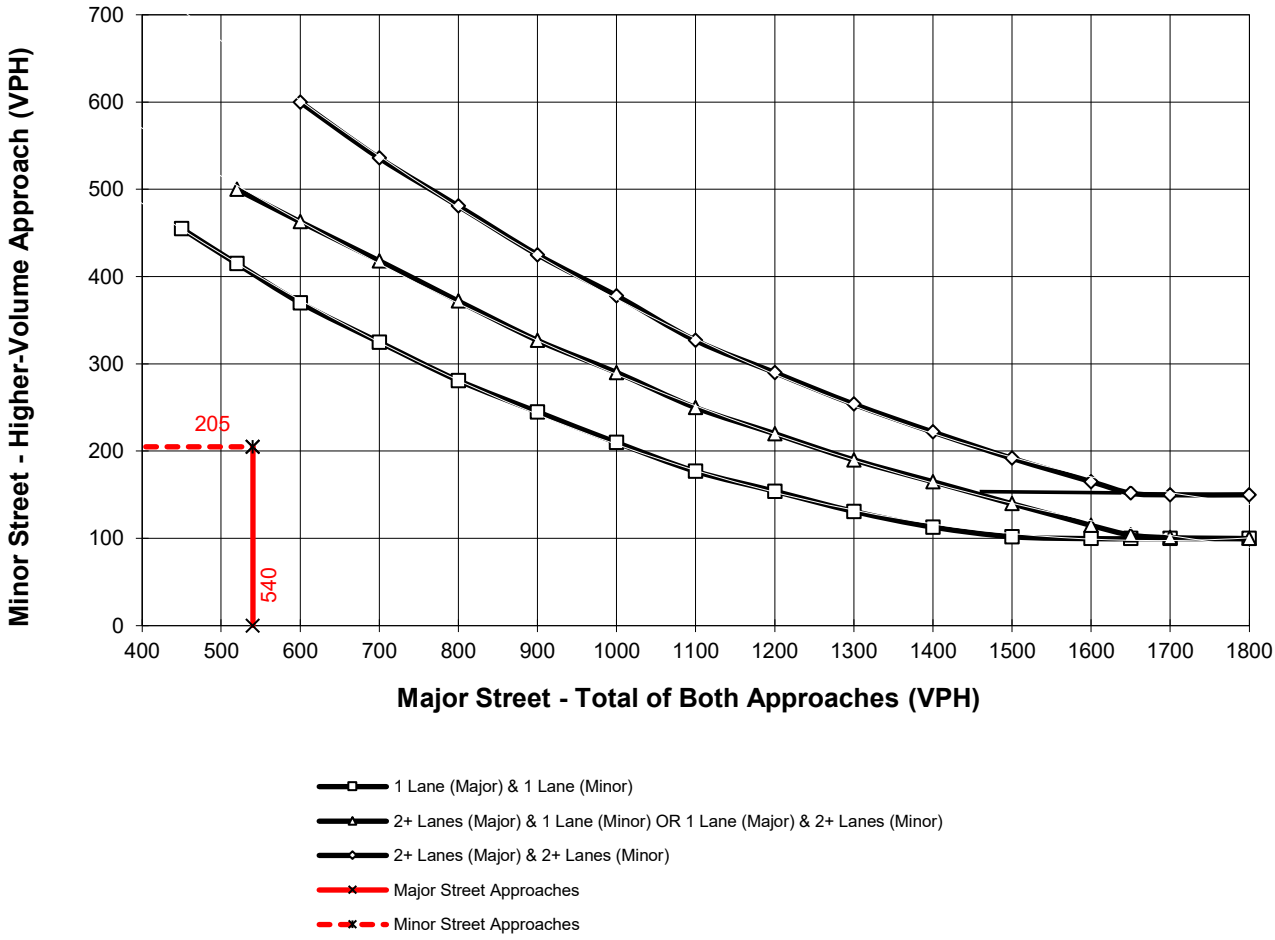
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Santiago**
Total of Both Approaches (VPH) = **540**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenida Del Vista**
High Volume Approach (VPH) = **205**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

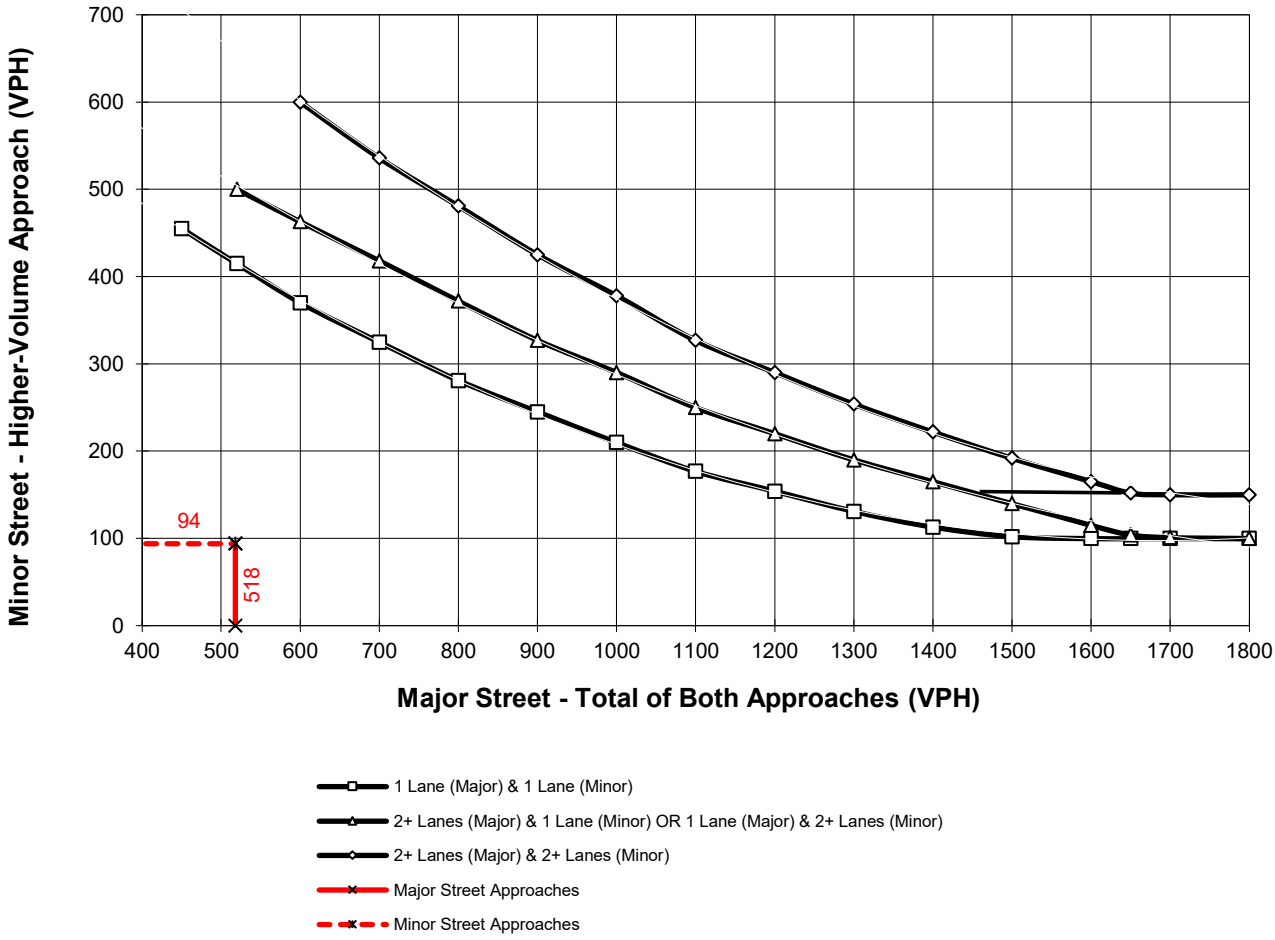
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2027) Conditions - Weekday AM Peak Hour**

Major Street Name = **Ontario Av.**
Total of Both Approaches (VPH) = **518**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenida Del Vista**
High Volume Approach (VPH) = **94**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED

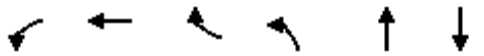


*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 6.3: EAPC (2027) CONDITIONS QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	76	79	42	623	519	806
v/c Ratio	0.64	0.63	0.22	0.89	0.18	0.98dr
Control Delay	62.7	61.4	3.9	37.3	1.0	28.6
Queue Delay	0.0	0.0	0.0	0.2	0.0	3.8
Total Delay	62.7	61.4	3.9	37.5	1.0	32.4
Queue Length 50th (ft)	40	41	0	295	4	192
Queue Length 95th (ft)	#109	#112	5	#440	5	252
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	119	125	195	761	2866	1098
Starvation Cap Reductn	0	0	0	9	0	208
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.63	0.22	0.83	0.18	0.91

Intersection Summary

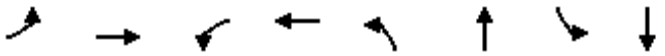
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	141	142	170	1302	38	289
v/c Ratio	0.59	0.59	0.46	0.42	0.24	0.11
Control Delay	41.2	41.3	9.1	7.6	25.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	41.3	9.1	7.6	25.5	4.1
Queue Length 50th (ft)	70	71	0	91	12	20
Queue Length 95th (ft)	120	121	48	158	m18	m45
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	413	415	517	3111	207	2581
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	67	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.34	0.33	0.43	0.18	0.11

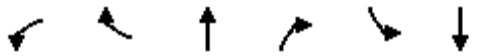
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	103	52	257	249	56	1007	81	362
v/c Ratio	0.36	0.10	0.63	0.40	0.29	0.68	0.24	0.23
Control Delay	26.4	9.5	31.6	8.3	40.8	20.4	39.1	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0
Total Delay	26.4	9.5	31.6	8.3	40.9	20.6	39.1	14.9
Queue Length 50th (ft)	35	3	97	16	23	181	17	53
Queue Length 95th (ft)	96	30	218	80	75	334	51	113
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	624	1077	883	1106	298	2721	412	2637
Starvation Cap Reductn	0	0	0	0	37	823	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.05	0.29	0.23	0.21	0.53	0.20	0.14

Intersection Summary



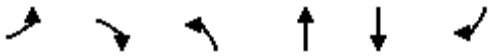
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	149	159	949	69	54	629
v/c Ratio	0.43	0.37	0.56	0.09	0.23	0.30
Control Delay	26.2	7.7	12.5	4.5	28.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	26.2	7.7	12.5	4.5	28.0	5.3
Queue Length 50th (ft)	43	0	115	2	16	37
Queue Length 95th (ft)	112	45	211	22	55	74
Internal Link Dist (ft)	258		763			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	1152	1072	3410	1495	546	3539
Starvation Cap Reductn	0	0	0	0	30	1538
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.15	0.28	0.05	0.10	0.31

Intersection Summary



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	36	5	933	13	767
v/c Ratio	0.25	0.10	0.03	0.39	0.07	0.62
Control Delay	22.3	13.8	32.6	7.3	31.6	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	22.3	13.8	32.6	7.4	31.6	11.5
Queue Length 50th (ft)	15	2	1	63	3	124
Queue Length 95th (ft)	78	31	14	214	26	463
Internal Link Dist (ft)	948	869		423		763
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	669	760	309	3373	309	1760
Starvation Cap Reductn	0	0	0	179	0	194
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.05	0.02	0.29	0.04	0.49

Intersection Summary



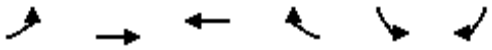
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	198	33	51	752	274	492
v/c Ratio	0.22	0.06	0.20	0.42	0.35	0.53
Control Delay	16.1	0.2	23.7	7.4	12.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	16.1	0.2	23.7	7.4	12.0	3.9
Queue Length 50th (ft)	13	0	8	47	31	0
Queue Length 95th (ft)	62	0	53	104	131	50
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	1865	914	446	3450	1789	1505
Starvation Cap Reductn	0	0	0	0	0	215
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.04	0.11	0.22	0.15	0.38

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	4	38	37	66	6	324	343
v/c Ratio	0.01	0.14	0.13	0.18	0.03	0.14	0.15
Control Delay	0.0	17.8	17.7	1.0	26.0	7.2	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	17.8	17.7	1.0	26.0	7.2	9.4
Queue Length 50th (ft)	0	9	8	0	1	12	13
Queue Length 95th (ft)	0	30	30	1	14	83	106
Internal Link Dist (ft)	323		1076			613	246
Turn Bay Length (ft)		360		360	120		
Base Capacity (vph)	311	925	932	933	191	2383	2294
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	0.01	0.04	0.04	0.07	0.03	0.14	0.15

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	204	408	1194	177	231	220
v/c Ratio	0.72	0.15	0.63	0.19	0.56	0.57
Control Delay	46.9	3.1	15.7	2.4	38.4	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	3.1	15.7	2.4	38.4	11.3
Queue Length 50th (ft)	95	23	218	0	57	0
Queue Length 95th (ft)	#159	37	264	24	82	47
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	307	2663	1889	917	519	426
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.15	0.63	0.19	0.45	0.52

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	129.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	14	41	174	53	326	31	362	117	63	283	2
Future Vol, veh/h	2	14	41	174	53	326	31	362	117	63	283	2
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	17	50	212	65	398	38	441	143	77	345	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.7	174.2	147.6	50
HCM LOS	C	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	4%	31%	18%
Vol Thru, %	71%	25%	10%	81%
Vol Right, %	23%	72%	59%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	510	57	553	348
LT Vol	31	2	174	63
Through Vol	362	14	53	283
RT Vol	117	41	326	2
Lane Flow Rate	622	70	674	424
Geometry Grp	1	1	1	1
Degree of Util (X)	1.231	0.171	1.304	0.882
Departure Headway (Hd)	8.033	10.522	7.504	8.788
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	460	343	492	416
Service Time	6.033	8.522	5.504	6.788
HCM Lane V/C Ratio	1.352	0.204	1.37	1.019
HCM Control Delay	147.6	15.7	174.2	50
HCM Lane LOS	F	C	F	E
HCM 95th-tile Q	22.2	0.6	26.9	9

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	6	2	493	490	9
Future Vol, veh/h	18	6	2	493	490	9
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	3	685	681	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1406	715	721	0	-	0
Stage 1	715	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	153	431	881	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	420	858	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	858	-	308	-	-
HCM Lane V/C Ratio	0.003	-	0.108	-	-
HCM Control Delay (s)	9.2	0	18.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	1	0	4	2	477	0	2	487	7
Future Vol, veh/h	14	0	4	1	0	4	2	477	0	2	487	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	4	1	0	4	2	518	0	2	529	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1061	1059	533	1061	1063	518	537	0	0	518	0	0
Stage 1	537	537	-	522	522	-	-	-	-	-	-	-
Stage 2	524	522	-	539	541	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	202	224	547	202	223	558	1031	-	-	1048	-	-
Stage 1	528	523	-	538	531	-	-	-	-	-	-	-
Stage 2	537	531	-	527	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	223	547	200	222	558	1031	-	-	1048	-	-
Mov Cap-2 Maneuver	200	223	-	200	222	-	-	-	-	-	-	-
Stage 1	526	521	-	536	529	-	-	-	-	-	-	-
Stage 2	531	529	-	521	519	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	13.9	0	0
HCM LOS	C	B		

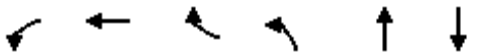
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1031	-	-	233	411	1048	-	-
HCM Lane V/C Ratio	0.002	-	-	0.084	0.013	0.002	-	-
HCM Control Delay (s)	8.5	0	-	21.9	13.9	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Intersection	
Intersection Delay, s/veh	138.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	82	179	454	410	82
Future Vol, veh/h	26	82	179	454	410	82
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	121	263	668	603	121
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	13.3	208.9	74.5
HCM LOS	B	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	28%	24%	0%
Vol Thru, %	72%	0%	83%
Vol Right, %	0%	76%	17%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	633	108	492
LT Vol	179	26	0
Through Vol	454	0	410
RT Vol	0	82	82
Lane Flow Rate	931	159	724
Geometry Grp	1	1	1
Degree of Util (X)	1.406	0.291	1.054
Departure Headway (Hd)	5.574	7.304	5.752
Convergence, Y/N	Yes	Yes	Yes
Cap	661	496	637
Service Time	3.574	5.304	3.752
HCM Lane V/C Ratio	1.408	0.321	1.137
HCM Control Delay	208.9	13.3	74.5
HCM Lane LOS	F	B	F
HCM 95th-tile Q	41.1	1.2	18



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	177	178	78	172	576	972
v/c Ratio	0.69	0.69	0.24	0.63	0.23	0.59
Control Delay	45.3	45.5	7.7	43.9	5.0	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	3.1
Total Delay	45.3	45.5	7.7	43.9	5.0	20.2
Queue Length 50th (ft)	88	89	0	92	47	174
Queue Length 95th (ft)	147	148	28	120	25	267
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	334	334	385	340	2542	1654
Starvation Cap Reductn	0	0	0	0	0	557
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.53	0.20	0.51	0.23	0.89

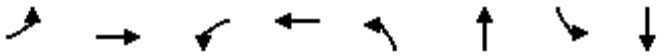
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	184	183	514	667	179	674
v/c Ratio	0.42	0.41	0.89	0.32	0.68	0.31
Control Delay	26.2	26.0	34.6	11.2	34.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	26.0	34.6	11.2	34.2	11.3
Queue Length 50th (ft)	75	75	138	50	64	63
Queue Length 95th (ft)	129	128	#296	83	128	151
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	540	543	658	2070	296	2163
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.34	0.78	0.32	0.60	0.31

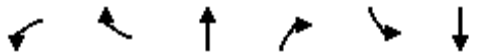
Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	105	110	73	57	605	224	916
v/c Ratio	0.37	0.23	0.36	0.17	0.27	0.52	0.42	0.56
Control Delay	24.7	10.8	24.7	9.8	31.7	16.3	27.8	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	10.8	24.7	9.8	31.7	16.3	27.8	14.9
Queue Length 50th (ft)	33	9	31	4	17	68	33	116
Queue Length 95th (ft)	93	50	90	36	66	168	94	269
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	917	1174	891	1148	408	2934	1176	3203
Starvation Cap Reductn	0	0	0	0	33	739	0	17
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.09	0.12	0.06	0.15	0.28	0.19	0.29

Intersection Summary



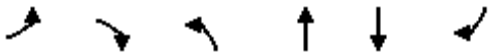
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	51	38	619	38	84	985
v/c Ratio	0.19	0.14	0.28	0.04	0.28	0.36
Control Delay	19.3	9.2	8.9	4.4	19.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	19.3	9.2	8.9	4.4	19.1	3.6
Queue Length 50th (ft)	10	0	56	0	17	47
Queue Length 95th (ft)	38	20	106	14	54	84
Internal Link Dist (ft)	258		763			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	804	729	3539	1549	1221	3539
Starvation Cap Reductn	0	0	0	0	46	1192
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.05	0.17	0.02	0.07	0.42

Intersection Summary



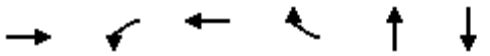
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	14	16	608	30	1016
v/c Ratio	0.20	0.04	0.11	0.23	0.19	0.74
Control Delay	11.8	0.2	46.3	5.8	46.1	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	0.2	46.3	5.8	46.1	14.7
Queue Length 50th (ft)	0	0	6	36	11	214
Queue Length 95th (ft)	35	0	36	126	55	816
Internal Link Dist (ft)	948	869		423		763
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	492	555	203	3171	203	1654
Starvation Cap Reductn	0	0	0	0	0	31
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.03	0.08	0.19	0.15	0.63

Intersection Summary



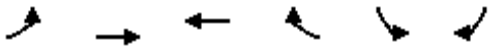
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	264	51	30	359	841	129
v/c Ratio	0.37	0.13	0.19	0.16	0.78	0.14
Control Delay	28.6	1.0	41.4	4.5	16.5	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	28.6	1.0	41.4	4.5	16.6	2.9
Queue Length 50th (ft)	42	0	10	22	164	3
Queue Length 95th (ft)	117	3	49	45	484	28
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	1099	570	154	3237	1687	1411
Starvation Cap Reductn	0	0	0	0	166	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.09	0.19	0.11	0.55	0.09

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	7	131	131	106	290	627
v/c Ratio	0.02	0.39	0.39	0.25	0.14	0.31
Control Delay	0.2	20.6	20.6	3.6	8.1	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	20.6	20.6	3.6	8.1	8.8
Queue Length 50th (ft)	0	33	33	0	14	33
Queue Length 95th (ft)	0	81	81	18	74	158
Internal Link Dist (ft)	323		1076		613	246
Turn Bay Length (ft)		360		360		
Base Capacity (vph)	302	922	922	930	2044	2044
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.14	0.14	0.11	0.14	0.31

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	208	1412	486	93	600	272
v/c Ratio	0.69	0.63	0.34	0.13	0.73	0.46
Control Delay	43.1	10.5	17.8	4.5	34.2	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	10.5	17.8	4.5	34.2	6.4
Queue Length 50th (ft)	97	200	87	0	142	0
Queue Length 95th (ft)	163	262	130	28	199	57
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	358	2242	1434	689	819	585
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.63	0.34	0.13	0.73	0.46

Intersection Summary

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	31	4	50	23	119	3	166	55	352	167	11
Future Vol, veh/h	3	31	4	50	23	119	3	166	55	352	167	11
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	33	4	53	24	127	3	177	59	374	178	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	11.6	11.3	26.1
HCM LOS	A	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	8%	26%	66%
Vol Thru, %	74%	82%	12%	32%
Vol Right, %	25%	11%	62%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	224	38	192	530
LT Vol	3	3	50	352
Through Vol	166	31	23	167
RT Vol	55	4	119	11
Lane Flow Rate	238	40	204	564
Geometry Grp	1	1	1	1
Degree of Util (X)	0.353	0.072	0.326	0.807
Departure Headway (Hd)	5.336	6.417	5.748	5.15
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	672	555	623	705
Service Time	3.382	4.489	3.801	3.183
HCM Lane V/C Ratio	0.354	0.072	0.327	0.8
HCM Control Delay	11.3	10	11.6	26.1
HCM Lane LOS	B	A	B	D
HCM 95th-tile Q	1.6	0.2	1.4	8.4

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	6	2	212	195	26
Future Vol, veh/h	12	6	2	212	195	26
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	8	3	265	244	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	535	264	280	0	-	0
Stage 1	264	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	506	775	1283	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	501	773	1279	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1279	-	634	-	-
HCM Lane V/C Ratio	0.002	-	0.035	-	-
HCM Control Delay (s)	7.8	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	3	1	0	3	5	201	1	5	181	16
Future Vol, veh/h	11	0	3	1	0	3	5	201	1	5	181	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	3	1	0	3	5	218	1	5	197	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	446	445	206	446	453	219	214	0	0	219	0	0
Stage 1	216	216	-	229	229	-	-	-	-	-	-	-
Stage 2	230	229	-	217	224	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	523	508	835	523	503	821	1356	-	-	1350	-	-
Stage 1	786	724	-	774	715	-	-	-	-	-	-	-
Stage 2	773	715	-	785	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	518	504	835	518	499	821	1356	-	-	1350	-	-
Mov Cap-2 Maneuver	518	504	-	518	499	-	-	-	-	-	-	-
Stage 1	783	721	-	771	712	-	-	-	-	-	-	-
Stage 2	767	712	-	779	715	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	10.1	0.2	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	564	716	1350	-	-
HCM Lane V/C Ratio	0.004	-	-	0.027	0.006	0.004	-	-
HCM Control Delay (s)	7.7	0	-	11.6	10.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	55	17	166	157	28
Future Vol, veh/h	41	55	17	166	157	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	63	19	189	178	32
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	9	8.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	9%	43%	0%
Vol Thru, %	91%	0%	85%
Vol Right, %	0%	57%	15%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	183	96	185
LT Vol	17	41	0
Through Vol	166	0	157
RT Vol	0	55	28
Lane Flow Rate	208	109	210
Geometry Grp	1	1	1
Degree of Util (X)	0.256	0.139	0.253
Departure Headway (Hd)	4.433	4.597	4.327
Convergence, Y/N	Yes	Yes	Yes
Cap	811	780	833
Service Time	2.453	2.624	2.345
HCM Lane V/C Ratio	0.256	0.14	0.252
HCM Control Delay	9	8.4	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.5	1

Simtraffic Queuing Worksheets

Peak Hour Freeway Queuing Summary for EAPC (2027) Conditions

Intersections		Movement	Available Stacking Distance (Feet)	EAPC (2027) 95th Percentile Queue (Feet)[2] AM Peak Hour	EAPC (2027) 95th Percentile Queue (Feet)[2] PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM
6	Auto Center Dr. & SR-91 WB Ramps	NBL	365	365	148	Yes	Yes
		NBT	365	58	84	Yes	Yes
		SBT	200	**444**	**378**	**No**	**No**
7	Serfas Club Dr. & SR-91 EB Ramps	NBT	225	187	186	Yes	Yes
		SBL	365	61	153	Yes	Yes
		SBT	365	83	230	Yes	Yes
8	Serfas Club Dr. & Frontage Rd.	NBL	110	72	75	Yes	Yes
		NBT/R	110	**126**	**131**	**No**	**No**
		SBL	150	80	122	Yes	Yes
		SBT/R	400	181	**470**	Yes	**No**
9	Serfas Club Dr. & Pine Crest Dr.	NBT	750	**984**	335	**No**	Yes
		NBR	145	**258**	121	**No**	Yes
		SBL	110	74	89	Yes	Yes
		SBT	110	91	**141**	Yes	**No**
		WBL	95	**132**	74	**No**	Yes
		WBR	245	144	61	Yes	Yes
11	Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	23	39	Yes	Yes
		NBT/R	385	**575**	166	**No**	Yes
		SBL	50	34	89	Yes	Yes[3]
		SBT/R	750	248	141	Yes	Yes
12	Serfas Club Dr. & Palisades Dr.	NBL	100	72	36	Yes	Yes
		NBT/R	345	**1,399**	40	**No**	Yes
		SBT	385	142	309	Yes	Yes
		SBR	100	**133**	**130**	**No**	**No**
21	Paseo Grande & Via Del Rio	NBL/T/R	560	309	77	Yes	Yes
		SBL/T/R	1,350	131	200	Yes	Yes
22	Paseo Grande & Brae Burn Rd.	NBL/T	230	0	0	Yes	Yes
		SBT/R	560	0	0	Yes	Yes
23	Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	12	8	Yes	Yes
		SBL/T/R	230	9	12	Yes	Yes
24	Paseo Grande & Pine Crest Dr.	NBL/T	220	180	61	Yes	Yes
		SBT/R	330	97	62	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile queues reported from the Simtraffic software.

[3] Additional storage can be accomodated within the two-way left-turn lane.

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	126	261	63	394	82	70	335	337
Average Queue (ft)	30	121	22	231	19	20	252	304
95th Queue (ft)	118	237	50	365	54	58	444	353
Link Distance (ft)	2344	2344		396	396	396	296	296
Upstream Blk Time (%)				1			44	69
Queuing Penalty (veh)				2			0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	158	163	90	199	172	241	74	55	108
Average Queue (ft)	84	73	38	79	46	93	25	9	33
95th Queue (ft)	138	133	67	161	114	187	61	36	83
Link Distance (ft)	879	879		419	419	419	396	396	396
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			600						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	109	125	221	184	86	115	128	57	89	50	227
Average Queue (ft)	56	33	127	87	35	74	104	13	46	7	93
95th Queue (ft)	101	81	204	157	72	126	126	42	80	30	181
Link Distance (ft)		357	376	376	92	92	92			419	419
Upstream Blk Time (%)					1	8	22				
Queuing Penalty (veh)					2	26	75				
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	9	1									
Queuing Penalty (veh)	4	1									

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	156	189	776	813	195	95	103	102
Average Queue (ft)	77	73	243	740	107	36	38	38
95th Queue (ft)	132	144	658	984	258	74	84	91
Link Distance (ft)	3047	3047	777	777		92	92	92
Upstream Blk Time (%)			0	27		1	1	1
Queuing Penalty (veh)			1	126		2	1	1
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				69	0			
Queuing Penalty (veh)				44	0			

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	153	79	46	408	453	35	302
Average Queue (ft)	57	28	4	254	392	11	122
95th Queue (ft)	123	67	23	505	575	34	248
Link Distance (ft)	992	902		394	394		777
Upstream Blk Time (%)				1	54		
Queuing Penalty (veh)				5	237		
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			1	6		0	14
Queuing Penalty (veh)			2	0		3	2

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	215	265	9	113	175	1179	239	150
Average Queue (ft)	54	112	0	27	134	649	57	71
95th Queue (ft)	190	266	4	72	244	1399	142	133
Link Distance (ft)	1015	1015				1203	394	
Upstream Blk Time (%)						15		
Queuing Penalty (veh)						0		
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)		1		0	2	61	6	2
Queuing Penalty (veh)		0		1	7	240	27	5

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	350	370	171
Average Queue (ft)	20	255	157	80
95th Queue (ft)	42	412	309	131
Link Distance (ft)	1265	314	553	651
Upstream Blk Time (%)		36		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	16
95th Queue (ft)	44
Link Distance (ft)	1067
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	29	30	20
Average Queue (ft)	16	5	1	1
95th Queue (ft)	40	24	12	9
Link Distance (ft)	482	354	273	231
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Paseo Grande & Pine Crest Dr.

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	77	220	114
Average Queue (ft)	36	111	69
95th Queue (ft)	65	180	97
Link Distance (ft)	3047	667	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 817

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	194	229	57	175	93	108	329	332
Average Queue (ft)	69	139	27	87	31	37	183	276
95th Queue (ft)	146	216	52	148	71	84	378	369
Link Distance (ft)	2344	2344		396	396	396	296	296
Upstream Blk Time (%)							11	26
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	146	230	398	93	140	224	183	185	265
Average Queue (ft)	57	119	167	37	63	108	88	50	128
95th Queue (ft)	114	190	320	81	113	186	153	135	230
Link Distance (ft)	879	879		419	419	419	396	396	396
Upstream Blk Time (%)									0
Queuing Penalty (veh)									0
Storage Bay Dist (ft)			600						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	113	191	140	75	80	92	124	110	127	96	430
Average Queue (ft)	60	59	62	31	38	48	97	55	80	25	292
95th Queue (ft)	110	133	118	63	75	105	131	102	122	67	470
Link Distance (ft)		357	376	376	92	92	92			419	419
Upstream Blk Time (%)					1	0	19				3
Queuing Penalty (veh)					1	1	41				18
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	10	5							0	0	
Queuing Penalty (veh)	10	5							0	0	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	93	75	58	404	195	98	141	135
Average Queue (ft)	35	27	10	170	26	53	73	76
95th Queue (ft)	74	61	40	335	121	89	133	141
Link Distance (ft)	3047	3047	777	777		92	92	92
Upstream Blk Time (%)						2	2	4
Queuing Penalty (veh)						9	9	15
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				15	0			
Queuing Penalty (veh)				6	0			

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	101	39	46	81	202	93	401
Average Queue (ft)	35	10	13	14	75	29	156
95th Queue (ft)	72	33	39	49	166	66	321
Link Distance (ft)	992	902		394	394		777
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			1	1		7	12
Queuing Penalty (veh)			3	0		65	4

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	95	148	36	54	73	123	358	150
Average Queue (ft)	21	70	5	13	10	52	150	45
95th Queue (ft)	64	134	21	36	40	100	309	130
Link Distance (ft)	1015	1015				1203	394	
Upstream Blk Time (%)							0	
Queuing Penalty (veh)							0	
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)						0	15	0
Queuing Penalty (veh)						1	18	0

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	39	73	90	255
Average Queue (ft)	18	42	50	105
95th Queue (ft)	39	67	77	200
Link Distance (ft)	1265	314	553	651
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	1067
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	30	22	30
Average Queue (ft)	12	3	1	1
95th Queue (ft)	35	19	8	12
Link Distance (ft)	482	354	273	231
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Paseo Grande & Pine Crest Dr.

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	65	61	66
Average Queue (ft)	36	42	42
95th Queue (ft)	62	61	62
Link Distance (ft)	3047	667	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 206

APPENDIX 6.4: EAPC (2027) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	69	675	622	424
Demand Flow Rate, veh/h	70	688	635	433
Vehicles Circulating, veh/h	647	491	98	321
Vehicles Exiting, veh/h	107	242	619	858
Ped Vol Crossing Leg, #/h	15	2	0	5
Ped Cap Adj	0.998	1.000	1.000	0.999
Approach Delay, s/veh	6.2	25.3	8.5	8.7
Approach LOS	A	D	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	70	688	635	433
Cap Entry Lane, veh/h	713	836	1249	995
Entry HV Adj Factor	0.981	0.981	0.980	0.979
Flow Entry, veh/h	69	675	622	424
Cap Entry, veh/h	698	820	1223	973
V/C Ratio	0.098	0.823	0.509	0.436
Control Delay, s/veh	6.2	25.3	8.5	8.7
LOS	A	D	A	A
95th %tile Queue, veh	0	9	3	2

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	672	610	661
Demand Flow Rate, veh/h	0	686	622	675
Vehicles Circulating, veh/h	862	464	386	187
Vehicles Exiting, veh/h	0	544	476	963
Ped Vol Crossing Leg, #/h	0	0	0	13
Ped Cap Adj	1.000	1.000	1.000	0.998
Approach Delay, s/veh	0.0	9.7	8.1	10.8
Approach LOS	-	A	A	B

Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.273	0.727	0.746	0.254	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	0	187	499	464	158	675
Cap Entry Lane, veh/h	573	931	931	999	999	1140
Entry HV Adj Factor	1.000	0.979	0.980	0.980	0.981	0.980
Flow Entry, veh/h	0	183	489	455	155	661
Cap Entry, veh/h	573	911	912	980	980	1115
V/C Ratio	0.000	0.201	0.536	0.464	0.158	0.593
Control Delay, s/veh	6.3	5.9	11.1	9.1	5.2	10.8
LOS	A	A	B	A	A	B
95th %tile Queue, veh	0	1	3	3	1	4

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	40	204	239	564
Demand Flow Rate, veh/h	41	208	244	575
Vehicles Circulating, veh/h	617	187	418	81
Vehicles Exiting, veh/h	39	475	240	314
Ped Vol Crossing Leg, #/h	2	2	0	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	4.9	6.9	7.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	41	208	244	575
Cap Entry Lane, veh/h	735	1140	901	1270
Entry HV Adj Factor	0.984	0.979	0.981	0.982
Flow Entry, veh/h	40	204	239	564
Cap Entry, veh/h	723	1115	884	1247
V/C Ratio	0.056	0.182	0.271	0.453
Control Delay, s/veh	5.5	4.9	6.9	7.5
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	2

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1	184	246	235
Demand Flow Rate, veh/h	1	188	251	240
Vehicles Circulating, veh/h	335	122	110	95
Vehicles Exiting, veh/h	0	239	226	215
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	3.5	3.7	4.6
Approach LOS	A	A	A	A

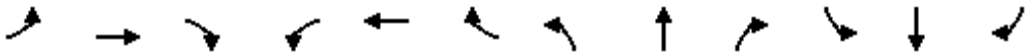
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.505	0.495	0.486	0.514	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	1	95	93	122	129	240
Cap Entry Lane, veh/h	981	1271	1271	1285	1285	1252
Entry HV Adj Factor	0.980	0.979	0.978	0.980	0.977	0.981
Flow Entry, veh/h	1	93	91	120	126	235
Cap Entry, veh/h	961	1244	1244	1260	1255	1229
V/C Ratio	0.001	0.075	0.073	0.095	0.100	0.192
Control Delay, s/veh	3.8	3.5	3.5	3.6	3.7	4.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	44	43	72	42	605	9	255
Future Volume (vph)	39	44	43	72	42	605	9	255
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	38.0	38.0	38.0	38.0	82.0	82.0	82.0	82.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	68.3%	68.3%	68.3%	68.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		16.6		16.6		35.2		35.2
Actuated g/C Ratio		0.27		0.27		0.57		0.57
v/c Ratio		0.35		0.61		0.75		0.30
Control Delay		21.9		25.8		15.7		7.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		21.9		25.8		15.7		7.8
LOS		C		C		B		A
Approach Delay		21.9		25.8		15.7		7.8
Approach LOS		C		C		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 75.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Paseo Grande & Via Santiago





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	44	47	43	72	128	42	605	25	9	255	8
Future Volume (veh/h)	39	44	47	43	72	128	42	605	25	9	255	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	50	38	49	82	113	48	688	18	10	290	7
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	201	116	151	163	184	123	924	23	96	960	23
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	352	820	474	205	665	751	61	1713	43	17	1779	42
Grp Volume(v), veh/h	132	0	0	244	0	0	754	0	0	307	0	0
Grp Sat Flow(s),veh/h/ln	1646	0	0	1622	0	0	1818	0	0	1837	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	5.6	0.0	0.0	13.6	0.0	0.0	3.9	0.0	0.0
Prop In Lane	0.33		0.29	0.20		0.46	0.06		0.02	0.03		0.02
Lane Grp Cap(c), veh/h	516	0	0	499	0	0	1070	0	0	1078	0	0
V/C Ratio(X)	0.26	0.00	0.00	0.49	0.00	0.00	0.70	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	1312	0	0	1343	0	0	3330	0	0	3332	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	14.2	0.0	0.0	7.6	0.0	0.0	5.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.7	0.0	0.0	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	0.9	0.0	0.0	1.9	0.0	0.0	3.8	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	0.0	15.0	0.0	0.0	8.5	0.0	0.0	5.6	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		132			244			754			307	
Approach Delay, s/veh		13.4			15.0			8.5			5.6	
Approach LOS		B			B			A			A	

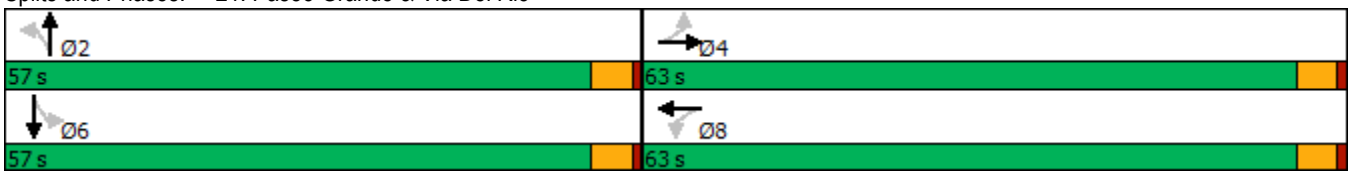
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.7		15.1		27.7		15.1				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		77.4		33.4		77.4		33.4				
Max Q Clear Time (g_c+I1), s		15.6		4.6		5.9		7.6				
Green Ext Time (p_c), s		7.5		0.8		2.3		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	14	174	53	31	362	63	283
Future Volume (vph)	2	14	174	53	31	362	63	283
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	63.0	63.0	63.0	63.0	57.0	57.0	57.0	57.0
Total Split (%)	52.5%	52.5%	52.5%	52.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		49.2		49.2		42.2		42.2
Actuated g/C Ratio		0.49		0.49		0.42		0.42
v/c Ratio		0.08		0.90		0.86		0.75
Control Delay		7.0		38.8		40.4		36.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		7.0		38.8		40.4		36.1
LOS		A		D		D		D
Approach Delay		7.0		38.8		40.4		36.1
Approach LOS		A		D		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 37.5	Intersection LOS: D
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	14	41	174	53	326	31	362	117	63	283	2
Future Volume (veh/h)	2	14	41	174	53	326	31	362	117	63	283	2
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	0.99		1.00	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	17	38	212	65	221	38	441	99	77	345	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	220	448	337	105	274	99	579	125	162	597	2
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	10	536	1093	580	256	667	61	1402	302	195	1445	4
Grp Volume(v), veh/h	57	0	0	498	0	0	578	0	0	423	0	0
Grp Sat Flow(s),veh/h/ln	1639	0	0	1503	0	0	1765	0	0	1644	0	0
Q Serve(g_s), s	0.0	0.0	0.0	13.3	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	15.1	0.0	0.0	14.6	0.0	0.0	9.6	0.0	0.0
Prop In Lane	0.04		0.67	0.43		0.44	0.07		0.17	0.18		0.00
Lane Grp Cap(c), veh/h	744	0	0	715	0	0	803	0	0	761	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.70	0.00	0.00	0.72	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1890	0	0	1773	0	0	1826	0	0	1678	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	13.4	0.0	0.0	13.2	0.0	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.6	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	0.4	0.0	0.0	4.6	0.0	0.0	5.2	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	0.0	0.0	14.6	0.0	0.0	14.4	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		57			498			578			423	
Approach Delay, s/veh		9.4			14.6			14.4			12.3	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.1		25.9		26.1		25.9				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		52.4		58.4		52.4		58.4				
Max Q Clear Time (g_c+I1), s		16.6		3.1		11.6		17.1				
Green Ext Time (p_c), s		4.9		0.4		3.5		4.2				

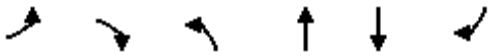
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	26	179	454	410
Future Volume (vph)	26	179	454	410
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6
Total Split (s)	21.6	98.4	98.4	98.4
Total Split (%)	18.0%	82.0%	82.0%	82.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	11.7		96.3	96.3
Actuated g/C Ratio	0.10		0.82	0.82
v/c Ratio	0.60		1.03	0.48
Control Delay	27.0		51.0	4.4
Queue Delay	0.0		0.0	0.0
Total Delay	27.0		51.0	4.4
LOS	C		D	A
Approach Delay	27.0		51.0	4.4
Approach LOS	C		D	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 30.3	Intersection LOS: C
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	82	179	454	410	82
Future Volume (veh/h)	26	82	179	454	410	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	92	263	668	603	92
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	46	111	305	697	1294	197
Arrive On Green	0.10	0.10	0.82	0.82	0.82	0.82
Sat Flow, veh/h	476	1151	321	851	1580	241
Grp Volume(v), veh/h	131	0	931	0	0	695
Grp Sat Flow(s),veh/h/ln	1639	0	1172	0	0	1821
Q Serve(g_s), s	8.6	0.0	68.9	0.0	0.0	12.2
Cycle Q Clear(g_c), s	8.6	0.0	81.0	0.0	0.0	12.2
Prop In Lane	0.29	0.70	0.28			0.13
Lane Grp Cap(c), veh/h	158	0	1002	0	0	1491
V/C Ratio(X)	0.83	0.00	0.93	0.00	0.00	0.47
Avail Cap(c_a), veh/h	256	0	1057	0	0	1567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	0.0	13.3	0.0	0.0	2.9
Incr Delay (d2), s/veh	11.2	0.0	13.4	0.0	0.0	0.2
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	0.0	21.3	0.0	0.0	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.6	0.0	26.7	0.0	0.0	3.1
LnGrp LOS	E	A	C	A	A	A
Approach Vol, veh/h	131			931	695	
Approach Delay, s/veh	59.6			26.7	3.1	
Approach LOS	E			C	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		93.9		15.1		93.9
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		93.8		17.0		93.8
Max Q Clear Time (g_c+I1), s		83.0		10.6		14.2
Green Ext Time (p_c), s		6.2		0.2		6.5

Intersection Summary		
HCM 6th Ctrl Delay		19.8
HCM 6th LOS		B

Notes

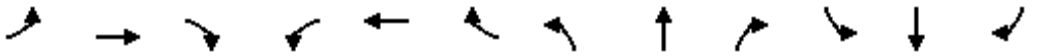
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	119	318	296	101	246	184	
Future Volume (vph)	119	318	296	101	246	184	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	4
Permitted Phases	8	8		2	6		
Detector Phase	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
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	25.0	25.0	95.0	95.0	95.0	95.0	25.0
Total Split (%)	20.8%	20.8%	79.2%	79.2%	79.2%	79.2%	21%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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	
Total Lost Time (s)	4.6	4.6	4.6	4.6		4.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	Min	Min	None
Act Effct Green (s)	16.9	16.9	64.7	64.7		64.7	
Actuated g/C Ratio	0.18	0.18	0.70	0.70		0.70	
v/c Ratio	0.71	0.72	0.35	0.13		0.91	
Control Delay	57.3	10.3	5.7	0.9		29.6	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	57.3	10.3	5.7	0.9		29.6	
LOS	E	B	A	A		C	
Approach Delay			4.5			29.6	
Approach LOS			A			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	119	0	318	0	296	101	246	184	0
Future Volume (veh/h)	0	0	0	119	0	318	0	296	101	246	184	0
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		0.97	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	183	0	266	0	455	117	378	283	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	355	0	407	355	291	0	1352	1146	452	298	0
Arrive On Green	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.72	0.72	0.72	0.72	0.00
Sat Flow, veh/h	0	1870	0	1781	1870	1531	0	1870	1585	551	413	0
Grp Volume(v), veh/h	0	0	0	183	0	266	0	455	117	661	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	1870	1531	0	1870	1585	964	0	0
Q Serve(g_s), s	0.0	0.0	0.0	9.8	0.0	18.0	0.0	9.4	2.3	58.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.8	0.0	18.0	0.0	9.4	2.3	67.7	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.57		0.00
Lane Grp Cap(c), veh/h	0	355	0	407	355	291	0	1352	1146	750	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.91	0.00	0.34	0.10	0.88	0.00	0.00
Avail Cap(c_a), veh/h	0	361	0	412	361	296	0	1601	1357	897	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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	38.6	0.0	41.9	0.0	5.4	4.4	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	30.9	0.0	0.1	0.0	8.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.3	0.0	9.1	0.0	3.3	0.7	15.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	39.4	0.0	72.8	0.0	5.5	4.4	26.7	0.0	0.0
LnGrp LOS	A	A	A	D	A	E	A	A	A	C	A	A
Approach Vol, veh/h		0			449			572			661	
Approach Delay, s/veh		0.0			59.2			5.3			26.7	
Approach LOS					E			A			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		81.0		24.7		81.0		24.7				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		90.4		20.4		90.4		20.4				
Max Q Clear Time (g_c+I1), s		11.4		0.0		69.7		20.0				
Green Ext Time (p_c), s		3.9		0.0		6.7		0.1				

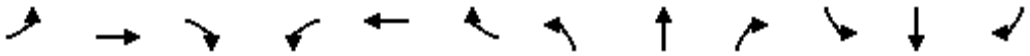
Intersection Summary												
HCM 6th Ctrl Delay			28.1									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	70	10	43	27	236	68	468
Future Volume (vph)	31	70	10	43	27	236	68	468
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	32.0	32.0	32.0	32.0	88.0	88.0	88.0	88.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	73.3%	73.3%	73.3%	73.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		11.6		11.6		27.1		27.1
Actuated g/C Ratio		0.27		0.27		0.63		0.63
v/c Ratio		0.33		0.23		0.27		0.56
Control Delay		16.3		12.4		6.4		9.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		16.3		12.4		6.4		9.6
LOS		B		B		A		A
Approach Delay		16.3		12.4		6.4		9.6
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 43.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 20: Paseo Grande & Via Santiago





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	70	36	10	43	48	27	236	7	68	468	38
Future Volume (veh/h)	31	70	36	10	43	48	27	236	7	68	468	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	74	29	11	46	38	29	251	4	72	498	29
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	296	96	136	250	180	149	791	12	176	733	40
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	221	1115	362	78	942	680	76	1679	25	128	1557	86
Grp Volume(v), veh/h	136	0	0	95	0	0	284	0	0	599	0	0
Grp Sat Flow(s),veh/h/ln	1698	0	0	1699	0	0	1780	0	0	1770	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.5	0.0	0.0	3.3	0.0	0.0	9.1	0.0	0.0
Prop In Lane	0.24		0.21	0.12		0.40	0.10		0.01	0.12		0.05
Lane Grp Cap(c), veh/h	579	0	0	566	0	0	952	0	0	949	0	0
V/C Ratio(X)	0.24	0.00	0.00	0.17	0.00	0.00	0.30	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	1425	0	0	1425	0	0	4165	0	0	4251	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	10.0	0.0	0.0	5.8	0.0	0.0	7.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.7	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	0.7	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	0.0	10.1	0.0	0.0	5.9	0.0	0.0	7.9	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		136			95			284			599	
Approach Delay, s/veh		10.4			10.1			5.9			7.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		13.8		21.0		13.8				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		83.4		27.4		83.4		27.4				
Max Q Clear Time (g_c+I1), s		5.3		4.1		11.1		3.5				
Green Ext Time (p_c), s		2.1		0.8		5.3		0.5				

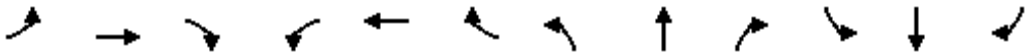
Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	31	50	23	3	166	352	167
Future Volume (vph)	3	31	50	23	3	166	352	167
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	31.0	31.0	31.0	31.0	89.0	89.0	89.0	89.0
Total Split (%)	25.8%	25.8%	25.8%	25.8%	74.2%	74.2%	74.2%	74.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		13.0		13.0		33.6		33.6
Actuated g/C Ratio		0.23		0.23		0.59		0.59
v/c Ratio		0.10		0.51		0.22		0.75
Control Delay		21.2		21.3		4.9		15.5
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		21.2		21.3		4.9		15.5
LOS		C		C		A		B
Approach Delay		21.2		21.3		4.9		15.5
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	31	4	50	23	119	3	166	55	352	167	11
Future Volume (veh/h)	3	31	4	50	23	119	3	166	55	352	167	11
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	33	3	53	24	90	3	177	43	374	178	9
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	391	33	205	96	202	101	745	179	619	245	11
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	44	1638	140	324	402	849	5	1452	348	891	478	22
Grp Volume(v), veh/h	39	0	0	167	0	0	223	0	0	561	0	0
Grp Sat Flow(s),veh/h/ln	1821	0	0	1575	0	0	1804	0	0	1391	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.1	0.0	0.0	2.5	0.0	0.0	11.6	0.0	0.0
Prop In Lane	0.08		0.08	0.32		0.54	0.01		0.19	0.67		0.02
Lane Grp Cap(c), veh/h	539	0	0	503	0	0	1025	0	0	876	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.33	0.00	0.00	0.22	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	1380	0	0	1224	0	0	4185	0	0	3210	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.9	0.0	0.0	5.0	0.0	0.0	6.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.0	0.0	0.0	0.6	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	0.0	12.3	0.0	0.0	5.1	0.0	0.0	7.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		39			167			223			561	
Approach Delay, s/veh		11.0			12.3			5.1			7.7	
Approach LOS		B			B			A			A	

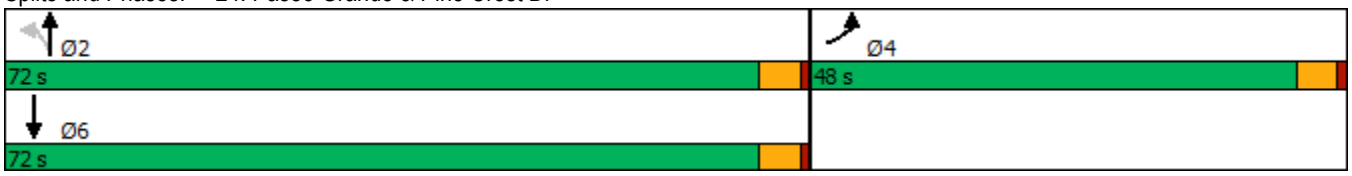
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.7		13.4		23.7		13.4				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		84.4		26.4		84.4		26.4				
Max Q Clear Time (g_c+I1), s		4.5		2.6		13.6		5.1				
Green Ext Time (p_c), s		1.6		0.1		5.4		1.0				

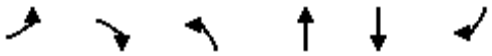
Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	41	17	166	157
Future Volume (vph)	41	17	166	157
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6
Total Split (s)	48.0	72.0	72.0	72.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	11.5		21.0	21.0
Actuated g/C Ratio	0.31		0.57	0.57
v/c Ratio	0.20		0.20	0.20
Control Delay	5.7		7.7	7.3
Queue Delay	0.0		0.0	0.0
Total Delay	5.7		7.7	7.3
LOS	A		A	A
Approach Delay	5.7		7.7	7.3
Approach LOS	A		A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 37.1	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 38.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	55	17	166	157	28
Future Volume (veh/h)	41	55	17	166	157	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	51	19	189	178	21
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	160	174	191	735	682	80
Arrive On Green	0.20	0.20	0.42	0.42	0.42	0.42
Sat Flow, veh/h	795	863	66	1765	1637	193
Grp Volume(v), veh/h	99	0	208	0	0	199
Grp Sat Flow(s),veh/h/ln	1675	0	1832	0	0	1830
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	1.2	0.0	1.8	0.0	0.0	1.7
Prop In Lane	0.47	0.52	0.09			0.11
Lane Grp Cap(c), veh/h	337	0	926	0	0	762
V/C Ratio(X)	0.29	0.00	0.22	0.00	0.00	0.26
Avail Cap(c_a), veh/h	3021	0	5161	0	0	5126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	4.6	0.0	0.0	4.6
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.0	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.6	0.0	4.7	0.0	0.0	4.8
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	99			208	199	
Approach Delay, s/veh	8.6			4.7	4.8	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		14.6		9.4		14.6
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		67.4		43.4		67.4
Max Q Clear Time (g_c+I1), s		3.8		3.2		3.7
Green Ext Time (p_c), s		1.4		0.3		1.4

Intersection Summary		
HCM 6th Ctrl Delay		5.5
HCM 6th LOS		A

Notes

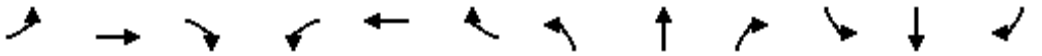
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	1	79	77	102	107	91	109
Future Volume (vph)	1	79	77	102	107	91	109
Turn Type	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	4			2			6
Permitted Phases		8	8		2	6	
Detector Phase	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
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	43.0	43.0	43.0	77.0	77.0	77.0	77.0
Total Split (%)	35.8%	35.8%	35.8%	64.2%	64.2%	64.2%	64.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6		4.6
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	11.3	11.3	11.3	16.7	16.7		16.7
Actuated g/C Ratio	0.34	0.34	0.34	0.50	0.50		0.50
v/c Ratio	0.00	0.19	0.08	0.13	0.15		0.30
Control Delay	8.0	9.1	0.1	7.9	2.7		9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	8.0	9.1	0.1	7.9	2.7		9.2
LOS	A	A	A	A	A		A
Approach Delay	8.0			5.2			9.2
Approach LOS	A			A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 33.1	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 38.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	79	0	77	0	102	107	91	109	0
Future Volume (veh/h)	0	1	0	79	0	77	0	102	107	91	109	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	0	93	0	67	0	120	95	107	128	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	494	0	649	494	418	0	717	608	399	400	0
Arrive On Green	0.00	0.26	0.00	0.26	0.00	0.26	0.00	0.38	0.38	0.38	0.38	0.00
Sat Flow, veh/h	0	1870	0	1416	1870	1585	0	1870	1585	516	1043	0
Grp Volume(v), veh/h	0	1	0	93	0	67	0	120	95	235	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1416	1870	1585	0	1870	1585	1559	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.8	0.0	1.1	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.4	0.0	0.8	0.0	1.1	1.0	2.3	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.46		0.00
Lane Grp Cap(c), veh/h	0	494	0	649	494	418	0	717	608	798	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.14	0.00	0.16	0.00	0.17	0.16	0.29	0.00	0.00
Avail Cap(c_a), veh/h	0	2753	0	2360	2753	2333	0	5191	4399	4308	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)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.1	0.0	7.6	0.0	7.4	0.0	5.3	5.3	5.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.1	0.1	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.3	0.2	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.1	0.0	7.7	0.0	7.6	0.0	5.4	5.4	5.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		1			160			215			235	
Approach Delay, s/veh		7.1			7.6			5.4			5.9	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.6		11.5		14.6		11.5				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		72.4		38.4		72.4		38.4				
Max Q Clear Time (g_c+I1), s		3.1		2.0		4.3		3.4				
Green Ext Time (p_c), s		1.1		0.0		1.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			6.2									
HCM 6th LOS			A									

APPENDIX 7.1: HORIZON YEAR (2040) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 7.1 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Green River Rd. & SR-91 WB Ramps	TS	Delay:	48.0	29.6	--	**61.8**	52.5	0.1	0.0	0.0	29.4	29.8	--	--	--	**56.5**	0.0	**66.5**
			LOS:	D	C		**E**	F	A	A	A	C	C				**E**	A	**E**
2	Green River Rd. & SR-91 EB Ramps	TS	Delay:	14.7	**153.3**	**56.2**	--	0.0	14.0	16.1	**>200.0**	2.3	0.0	**58.7**	0.0	54.4	--	--	--
			LOS:	B	**F**	**E**		A	B	B	**F**	A	A	**E**	A	D			
3	Green River Rd. & Palisades Dr.	TS	Delay:	13.4	12.1	--	27.6	--	13.0	14.3	34.7	3.5	--	--	--	--	25.4	--	28.2
			LOS:	B	B		C		B	B	C	A					C		C
4	Driveway 1 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
5	Auto Center Dr. & Wardlow Rd.	TS	Delay:	12.2	14.4	24.1	24.3	25.2	10.4	10.4	27.5	14.2	14.2	31.8	20.3	20.6	25.5	0.0	17.7
			LOS:	B	B	C	B	C	B	B	C	B	B	C	C	C	C	A	B
6	Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	33.8	50.4	--	**61.0**	**61.6**	0.1	0.0	0.0	25.5	**65.6**	--	--	--	**69.0**	**62.3**	36.6
			LOS:	C	D		**E**	**F**	A	A	A	C	**F**				**E**	**E**	D
7	Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	14.9	5.1	49.0	--	0.0	13.3	17.5	37.0	0.0	0.0	25.9	0.0	**73.9**	--	--	--
			LOS:	B	A	D		A	B	B	D	A	A	C	A	**E**			
8	Serfas Club Dr. & Frontage Rd.	TS	Delay:	20.3	17.3	26.4	26.7	41.2	19.3	19.3	37.1	13.1	13.1	28.4	0.0	20.4	28.9	0.0	22.5
			LOS:	C	B	C	C	D	B	B	D	B	B	C	A	C	C	A	C
9	Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	12.6	8.6	--	27.1	--	12.8	8.5	28.1	3.6	--	--	--	--	27.0	--	27.1
			LOS:	B	A		C		B	A	C	A					C		C
10	Driveway 2 & Pine Crest Dr.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	7.9	11.9	23.9	22.6	37.3	7.8	7.8	32.8	0.0	11.5	23.9	0.0	0.0	22.6	0.0	0.0
			LOS:	A	B	C	C	D	A	A	C	A	B	C	A	A	C	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	Delay:	6.6	11.4	--	0.0	21.1	6.0	0.0	0.0	10.8	12.0	13.6	--	--	0.0	0.0	0.0
			LOS:	A	B			C	A	A	A	B	B	B			A	A	A
13	Serfas Club Dr. & Green River Rd.	TS	Delay:	45.2	40.2	53.4	**82.4**	45.2	0.0	0.0	43.7	0.0	36.6	**120.1**	9.7	9.7	53.7	**74.2**	**90.6**
			LOS:	D	D	D	**F**	D	A	A	D	A	D	**F**	A	A	D	**F**	**F**
14	Driveway 3 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
15	Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	12.7	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		B														
16	Maple St. & SR-91 WB Off-Ramp	TS	Delay:	5.0	7.0	31.3	20.5	27.4	4.5	0.0	0.0	7.0	6.9	31.3	0.0	0.0	19.8	0.0	21.2
			LOS:	A	A	C	C	C	A	A	A	A	A	C	A	A	B	A	C
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	**57.2**	22.3	23.0	--	--	--	31.1	--	**83.3**	**58.0**	3.8	--	--	24.0	11.6
			LOS:		**E**	C	C				C		**F**	**E**	A			C	B
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	25.9	--	**77.0**	39.8	26.9	23.4	23.5	--	--	--	**163.7**	52.5	54.1	**62.0**	32.3	32.8
			LOS:	C		**E**	D	C	C	C				**F**	D	D	**E**	C	C
19	Paseo Grande & Frontage Rd.	AWS	Delay:	**49.0**	13.8	13.8	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**E**	B	B													

Table Appendix 7.1 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20	Paseo Grande & Via Santiago	AWS	Delay:	**>100.0**	16.8	13.9	20.6	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	C	B	C												
21	Paseo Grande & Via Del Rio	AWS	Delay:	**>100.0**	**39.5**	17.7	**>100.0**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**E**	C	**F**												
22	Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	19.3	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C													
23	Paseo Grande & Driveway 4/Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
24	Paseo Grande & Pine Crest Dr.	AWS	Delay:	**>100.0**	**>100.0**	25.4	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**	D													
25	Paseo Grande & Ontario Av.	AWS	Delay:	**>100.0**	**>100.0**	0.0	**66.5**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**		**F**												
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	**60.8**	36.6	23.5	22.3	0.0	**60.8**	0.0	35.7	0.0	36.8	44.5	5.1	5.7	**79.4**	22.9	9.7
			LOS:	**E**	D	C	C	A	**E**	A	D	A	D	D	A	A	**E**	C	A
27	Via Bernardo & 6th St.	TS	Delay:	32.1	0.0	8.8	12.5	33.3	0.0	29.3	0.0	0.0	0.0	53.6	8.6	8.6	41.7	11.1	0.0
			LOS:	C		A	B	C	A	C	A	A	A	D	A	A	D	B	A
28	Via Bernardo & Via Santiago	AWS	Delay:	13.3	9.8	10.2	12.7	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	A	B	B												
29	Via Bernardo & Via Del Rio	CSS	Delay:	--	23.5	0.6	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		C														
30	Kirkwood Dr. & Via Del Rio	CSS	Delay:	18.1	--	0.0	0.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	C															
31	Avenida Del Vista & 6th St.	TS	Delay:	20.0	--	11.8	9.0	22.3	--	17.9	--	--	--	--	11.8	11.8	28.3	6.7	--
			LOS:	C		B	A	C		B					B	B	C	A	
32	Avenida Del Vista & Via Santiago	AWS	Delay:	25.4	22.4	23.4	**65.7**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	D	C	C	**F**												
33	Avenida Del Vista & Via Del Rio	TS	Delay:	16.7	22.3	14.9	19.2	15.6	0.0	17.7	17.0	0.0	23.0	13.8	15.3	15.3	13.1	19.7	19.7
			LOS:	B	C	B	B	B	A	B	B	A	C	B	B	B	B	B	B
34	Avenida Del Vista & Ontario Av.	AWS	Delay:	10.2	10.9	13.1	13.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	B	B												

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

Table Appendix 7.1 Summary-PM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Green River Rd. & SR-91 WB Ramps	TS	Delay:	35.3	11.6	--	52.2	58.7	0.3	0.0	0.0	11.6	11.6	--	--	--	53.0	0.0	49.8
		LOS:	D	B		D	E	A	A	A	B	B				D	A	D
2 Green River Rd. & SR-91 EB Ramps	TS	Delay:	30.3	38.1	38.7	--	0.0	30.0	30.8	**97.9**	19.2	0.0	22.4	0.0	41.4	--	--	--
		LOS:	C	D	D		A	C	C	**F**	B	A	C	A	D			
3 Green River Rd. & Palisades Dr.	TS	Delay:	9.7	10.0	--	19.7	--	9.7	9.8	52.1	5.8	--	--	--	--	18.2	--	19.9
		LOS:	A	B		B		A	A	D	A					B		B
4 Driveway 1 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
5 Auto Center Dr. & Wardlow Rd.	TS	Delay:	17.1	22.5	31.7	32.9	33.7	12.9	12.9	39.0	22.3	22.3	37.1	27.2	30.7	33.7	0.0	22.3
		LOS:	B	C	C	C	C	B	B	D	C	C	D	C	C	C	A	C
6 Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	9.1	17.0	--	37.4	39.8	0.2	0.0	0.0	16.8	17.2	--	--	--	38.4	0.0	29.6
		LOS:	A	B		D	D	A	A	A	B	B				D	A	C
7 Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	26.5	42.6	**65.9**	--	0.0	22.7	31.4	**138.3**	0.3	0.0	21.0	0.0	**106.2**	--	--	--
		LOS:	C	D	**E**		A	C	C	**F**	A	A	C	A	**F**			
8 Serfas Club Dr. & Frontage Rd.	TS	Delay:	14.0	15.3	25.5	25.6	33.3	13.0	13.0	28.4	12.6	12.6	27.1	0.0	22.9	27.4	0.0	22.4
		LOS:	B	B	C	C	C	B	B	C	B	B	C	A	C	C	A	C
9 Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	7.7	5.0	--	17.8	--	7.7	5.8	19.8	3.6	--	--	--	--	18.0	--	17.5
		LOS:	A	A		B		A	A	B	A					B		B
10 Driveway 2 & Pine Crest Dr.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
11 Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	6.9	38.4	46.1	43.5	54.3	5.7	5.7	**66.5**	0.0	36.7	46.1	0.0	0.0	43.5	0.0	0.0
		LOS:	A	D	D	D	D	A	A	**E**	A	D	D	A	A	D	A	A
12 Serfas Club Dr. & Palisades Dr.	TS	Delay:	3.7	20.4	--	0.0	45.7	2.9	0.0	0.0	21.8	4.4	37.1	--	--	0.0	0.0	0.0
		LOS:	A	C			D	A	A	A	C	A	D			A	A	A
13 Serfas Club Dr. & Green River Rd.	TS	Delay:	43.2	**66.1**	**61.1**	26.4	43.2	0.0	0.0	**76.4**	0.0	26.8	48.9	**63.0**	**62.9**	50.7	25.8	25.8
		LOS:	D	**E**	**E**	C	D	A	A	**F**	A	C	D	**F**	**F**	D	C	C
14 Driveway 3 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
15 Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	9.4	0.3	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		A														
16 Maple St. & SR-91 WB Off-Ramp	TS	Delay:	5.5	6.8	29.8	20.6	0.0	5.5	0.0	0.0	6.8	0.0	29.8	0.0	0.0	20.7	0.0	20.1
		LOS:	A	A	C	C	A	A	A	A	A	A	C	A	A	C	A	C
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	43.5	19.1	17.8	--	--	--	45.7	--	37.1	49.0	14.9	--	--	18.0	15.0
		LOS:		D	B	B				D		D	D	B			B	B
18 Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	47.3	--	**71.0**	**87.3**	39.9	39.6	**56.8**	--	--	--	**55.2**	61.6	84.3	**>200.0**	20.2	20.4
		LOS:	D		**E**	**F**	D	D	**E**				**E**	F	F	**F**	C	C
19 Paseo Grande & Frontage Rd.	AWS	Delay:	13.3	**>100.0**	17.3	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	**F**	C													

Table Appendix 7.1 Summary-PM

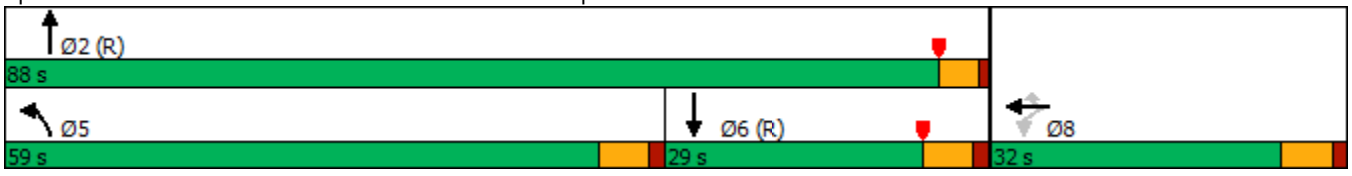
	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20 Paseo Grande & Via Santiago	AWS	Delay:	13.4	**93.2**	12.9	11.9	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	**F**	B	B												
21 Paseo Grande & Via Del Rio	AWS	Delay:	11.2	**53.0**	10.7	13.6	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	**F**	B	B												
22 Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	10.2	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B													
23 Paseo Grande & Driveway 4/Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
24 Paseo Grande & Pine Crest Dr.	AWS	Delay:	9.2	10.1	9.4	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	B	A													
25 Paseo Grande & Ontario Av.	AWS	Delay:	10.6	20.5	10.1	10.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	C	B	B												
26 Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	**59.6**	34.5	18.9	11.6	**59.6**	0.0	0.0	33.5	0.0	34.9	40.6	16.1	15.9	**76.3**	11.7	9.0
		LOS:	**E**	C	B	B	**E**	A	A	C	A	C	D	B	B	**E**	B	A
27 Via Bernardo & 6th St.	TS	Delay:	47.3	0.0	29.8	29.6	46.3	0.0	48.4	0.0	0.0	0.0	**64.8**	26.1	33.1	**171.3**	4.3	0.0
		LOS:	D		C	C	D	A	D	A	A	A	**E**	C	C	**F**	A	A
28 Via Bernardo & Via Santiago	AWS	Delay:	9.9	22.8	12.1	10.9	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	C	B	B												
29 Via Bernardo & Via Del Rio	CSS	Delay:	--	17.6	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		C														
30 Kirkwood Dr. & Via Del Rio	CSS	Delay:	17.4	--	0.0	1.8	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C															
31 Avenida Del Vista & 6th St.	TS	Delay:	33.2	--	42.0	12.4	38.1	--	28.7	--	--	--	--	36.8	46.9	42.4	3.1	--
		LOS:	C		D	B	D		C					D	D	D	A	
32 Avenida Del Vista & Via Santiago	AWS	Delay:	15.7	19.1	19.1	17.8	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C	C	C	C												
33 Avenida Del Vista & Via Del Rio	TS	Delay:	15.4	15.7	16.3	13.5	12.8	0.0	16.4	12.8	0.0	16.7	11.9	16.5	16.6	12.1	13.8	13.8
		LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34 Avenida Del Vista & Ontario Av.	AWS	Delay:	8.5	9.4	10.3	10.3	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	B	B												

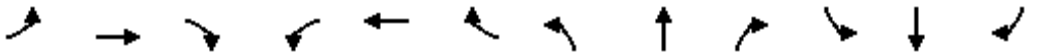
* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	33	4	118	2193	203	237
Future Volume (vph)	33	4	118	2193	203	237
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	32.0	32.0	32.0	59.0	88.0	29.0
Total Split (%)	26.7%	26.7%	26.7%	49.2%	73.3%	24.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	10.5	10.5	10.5	67.0	98.9	24.5
Actuated g/C Ratio	0.09	0.09	0.09	0.56	0.82	0.20
v/c Ratio	0.14	0.14	0.50	0.86	0.14	0.66
Control Delay	48.4	48.3	14.5	32.7	2.8	30.7
Queue Delay	0.0	0.0	0.0	1.5	0.0	0.0
Total Delay	48.4	48.3	14.5	34.2	2.8	30.7
LOS	D	D	B	C	A	C
Approach Delay		22.6			31.6	30.7
Approach LOS		C			C	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	33	4	118	2193	203	0	0	237	272
Future Volume (veh/h)	0	0	0	33	4	118	2193	203	0	0	237	272
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				39	0	44	2384	221	0	0	258	196
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				152	0	68	2219	1603	0	0	715	524
Arrive On Green				0.04	0.00	0.04	0.74	1.00	0.00	0.00	0.37	0.37
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2050	1433
Grp Volume(v), veh/h				39	0	44	2384	221	0	0	233	221
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1612
Q Serve(g_s), s				1.3	0.0	3.3	53.0	0.0	0.0	0.0	11.5	12.1
Cycle Q Clear(g_c), s				1.3	0.0	3.3	53.0	0.0	0.0	0.0	11.5	12.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.89
Lane Grp Cap(c), veh/h				152	0	68	2219	1603	0	0	649	589
V/C Ratio(X)				0.26	0.00	0.65	1.07	0.14	0.00	0.00	0.36	0.37
Avail Cap(c_a), veh/h				772	0	343	2219	1603	0	0	649	589
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.30	0.30	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				55.6	0.0	56.5	15.7	0.0	0.0	0.0	27.8	28.0
Incr Delay (d2), s/veh				0.9	0.0	10.0	36.8	0.1	0.0	0.0	1.5	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.6	0.0	1.5	18.6	0.0	0.0	0.0	5.2	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				56.5	0.0	66.5	52.5	0.1	0.0	0.0	29.4	29.8
LnGrp LOS				E	A	E	F	A	A	A	C	C
Approach Vol, veh/h					83			2605			454	
Approach Delay, s/veh					61.8			48.0			29.6	
Approach LOS					E			D			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		108.9			59.0	49.9		11.1				
Change Period (Y+Rc), s		* 6			6.0	6.0		6.0				
Max Green Setting (Gmax), s		* 83			53.0	23.0		26.0				
Max Q Clear Time (g_c+I1), s		2.0			55.0	14.1		5.3				
Green Ext Time (p_c), s		1.4			0.0	1.9		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	45.7	
HCM 6th LOS	D	

Notes

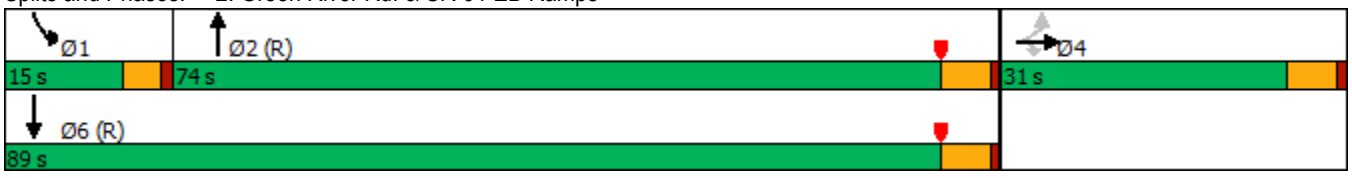
User approved volume balancing among the lanes for turning movement.

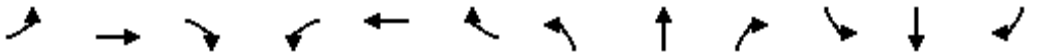
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1	201	2273	187	83
Future Volume (vph)	1	201	2273	187	83
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	31.0	31.0	74.0	15.0	89.0
Total Split (%)	25.8%	25.8%	61.7%	12.5%	74.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.6	14.6	68.5	21.4	94.4
Actuated g/C Ratio	0.12	0.12	0.57	0.18	0.79
v/c Ratio	0.62	0.41	0.91	0.64	0.03
Control Delay	62.1	8.2	28.6	47.3	6.4
Queue Delay	0.3	0.0	2.0	0.0	0.0
Total Delay	62.4	8.2	30.6	47.3	6.4
LOS	E	A	C	D	A
Approach Delay	28.8		30.6		34.7
Approach LOS	C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	1	201	0	0	0	0	2273	133	187	83	0
Future Volume (veh/h)	122	1	201	0	0	0	0	2273	133	187	83	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	133	1	180				0	2471	136	203	90	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	177	1	280				0	3386	184	156	2872	0
Arrive On Green	0.10	0.10	0.10				0.00	0.68	0.68	0.09	0.81	0.00
Sat Flow, veh/h	1769	13	2790				0	5124	270	1781	3647	0
Grp Volume(v), veh/h	134	0	180				0	1689	918	203	90	0
Grp Sat Flow(s),veh/h/ln	1782	0	1395				0	1702	1822	1781	1777	0
Q Serve(g_s), s	8.8	0.0	7.4				0.0	37.4	38.7	10.5	0.6	0.0
Cycle Q Clear(g_c), s	8.8	0.0	7.4				0.0	37.4	38.7	10.5	0.6	0.0
Prop In Lane	0.99		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	179	0	280				0	2325	1244	156	2872	0
V/C Ratio(X)	0.75	0.00	0.64				0.00	0.73	0.74	1.30	0.03	0.00
Avail Cap(c_a), veh/h	379	0	593				0	2325	1244	156	2872	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	0.72	0.72	0.00
Uniform Delay (d), s/veh	52.5	0.0	51.9				0.0	12.0	12.2	54.8	2.3	0.0
Incr Delay (d2), s/veh	6.2	0.0	2.5				0.0	2.0	3.9	165.5	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	4.2	0.0	2.7				0.0	13.5	15.6	11.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	0.0	54.4				0.0	14.0	16.1	220.3	2.3	0.0
LnGrp LOS	E	A	D				A	B	B	F	A	A
Approach Vol, veh/h		314						2607			293	
Approach Delay, s/veh		56.2						14.7			153.3	
Approach LOS		E						B			F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	87.5		17.5		102.5
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	10.5	68.5		25.5		83.5
Max Q Clear Time (g_c+I1), s	12.5	40.7		10.8		2.6
Green Ext Time (p_c), s	0.0	23.4		1.2		0.6

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	25	294	1946	82	216
Future Volume (vph)	25	294	1946	82	216
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	46.0	46.0	47.0	27.0	74.0
Total Split (%)	38.3%	38.3%	39.2%	22.5%	61.7%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	12.7	12.7	41.9	8.3	52.5
Actuated g/C Ratio	0.16	0.16	0.54	0.11	0.68
v/c Ratio	0.09	0.61	0.80	0.47	0.07
Control Delay	28.9	9.0	19.7	43.1	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	9.0	19.7	43.1	4.9
LOS	C	A	B	D	A
Approach Delay	10.5		19.7		15.4
Approach LOS	B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	294	1946	70	82	216
Future Volume (veh/h)	25	294	1946	70	82	216
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	102	2115	68	89	235
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	216	2794	90	116	3491
Arrive On Green	0.14	0.14	0.55	0.55	0.06	0.68
Sat Flow, veh/h	1781	1585	5250	163	1781	5274
Grp Volume(v), veh/h	27	102	1415	768	89	235
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1841	1781	1702
Q Serve(g_s), s	0.9	4.0	21.3	21.5	3.3	1.0
Cycle Q Clear(g_c), s	0.9	4.0	21.3	21.5	3.3	1.0
Prop In Lane	1.00	1.00		0.09	1.00	
Lane Grp Cap(c), veh/h	243	216	1871	1012	116	3491
V/C Ratio(X)	0.11	0.47	0.76	0.76	0.77	0.07
Avail Cap(c_a), veh/h	1064	946	2104	1138	599	5225
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.2	26.6	11.6	11.6	30.7	3.5
Incr Delay (d2), s/veh	0.2	1.6	1.4	2.7	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.4	6.2	7.0	1.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.4	28.2	13.0	14.3	34.7	3.5
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	129		2183			324
Approach Delay, s/veh	27.6		13.4			12.1
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.9	42.4			51.4	15.3
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	22.4	41.2			68.2	39.8
Max Q Clear Time (g_c+I1), s	5.3	23.5			3.0	6.0
Green Ext Time (p_c), s	0.1	13.2			1.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	188	0	0	125	0	0
Future Vol, veh/h	188	0	0	125	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	204	0	0	136	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	340	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1368	-	656	837
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	656	837
Mov Cap-2 Maneuver	-	-	-	-	656	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	890	-

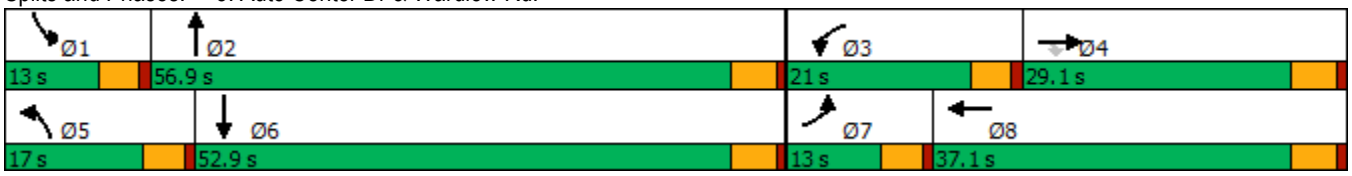
Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

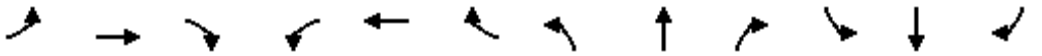
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1368	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	1	13	89	15	80	483	15	827
Future Volume (vph)	6	1	13	89	15	80	483	15	827
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	13.0	29.1	29.1	21.0	37.1	17.0	56.9	13.0	52.9
Total Split (%)	10.8%	24.3%	24.3%	17.5%	30.9%	14.2%	47.4%	10.8%	44.1%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.1	13.7	13.7	10.9	17.1	8.7	42.1	6.4	33.2
Actuated g/C Ratio	0.09	0.21	0.21	0.17	0.26	0.13	0.64	0.10	0.50
v/c Ratio	0.04	0.00	0.03	0.32	0.04	0.36	0.27	0.09	0.50
Control Delay	43.0	33.0	0.2	36.1	23.6	39.5	10.5	41.9	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	43.0	33.0	0.2	36.1	23.6	39.5	10.6	41.9	19.0
LOS	D	C	A	D	C	D	B	D	B
Approach Delay		14.0			34.1		14.1		19.4
Approach LOS		B			C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1	13	89	15	1	80	483	87	15	827	30
Future Volume (veh/h)	6	1	13	89	15	1	80	483	87	15	827	30
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1	12	93	16	1	83	503	75	16	861	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	186	157	129	285	18	122	1303	193	35	1304	42
Arrive On Green	0.01	0.10	0.10	0.07	0.16	0.16	0.07	0.42	0.42	0.02	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1742	109	1781	3103	461	1781	3512	114
Grp Volume(v), veh/h	6	1	12	93	0	17	83	287	291	16	436	453
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1851	1781	1777	1787	1781	1777	1850
Q Serve(g_s), s	0.2	0.0	0.3	2.6	0.0	0.4	2.3	5.6	5.6	0.4	10.2	10.2
Cycle Q Clear(g_c), s	0.2	0.0	0.3	2.6	0.0	0.4	2.3	5.6	5.6	0.4	10.2	10.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.26	1.00		0.06
Lane Grp Cap(c), veh/h	14	186	157	129	0	303	122	746	750	35	660	687
V/C Ratio(X)	0.42	0.01	0.08	0.72	0.00	0.06	0.68	0.38	0.39	0.45	0.66	0.66
Avail Cap(c_a), veh/h	300	899	762	585	0	1186	442	1843	1854	300	1700	1770
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	20.3	20.4	22.7	0.0	17.6	22.7	10.0	10.0	24.2	13.1	13.1
Incr Delay (d2), s/veh	7.2	0.0	0.2	2.8	0.0	0.1	2.5	0.3	0.3	3.3	1.1	1.1
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	0.0	0.1	1.1	0.0	0.2	0.9	1.8	1.8	0.2	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	20.3	20.6	25.5	0.0	17.7	25.2	10.4	10.4	27.5	14.2	14.2
LnGrp LOS	C	C	C	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		19			110			661			905	
Approach Delay, s/veh		24.1			24.3			12.2			14.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	26.1	8.2	10.1	8.0	23.6	5.0	13.3
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	51.8	16.4	24.0	12.4	47.8	8.4	32.0
Max Q Clear Time (g_c+I1), s	2.4	7.6	4.6	2.3	4.3	12.2	2.2	2.4
Green Ext Time (p_c), s	0.0	3.8	0.1	0.0	0.0	6.3	0.0	0.0

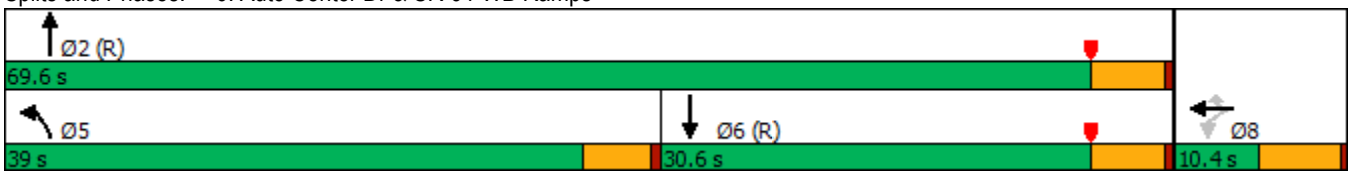
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

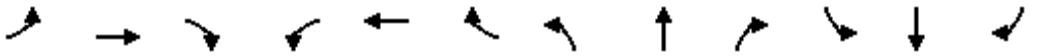
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	84	79	55	723	596	271
Future Volume (vph)	84	79	55	723	596	271
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	10.4	10.4	10.4	39.0	69.6	30.6
Total Split (%)	13.0%	13.0%	13.0%	48.8%	87.0%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	5.1	5.1	5.1	34.4	64.7	25.7
Actuated g/C Ratio	0.06	0.06	0.06	0.43	0.81	0.32
v/c Ratio	0.79	0.89	0.34	1.08	0.24	1.46dr
Control Delay	84.7	101.3	10.0	78.5	1.3	70.9
Queue Delay	0.0	0.0	0.0	4.6	0.0	20.7
Total Delay	84.7	101.3	10.0	83.1	1.3	91.6
LOS	F	F	A	F	A	F
Approach Delay		72.4			46.2	91.6
Approach LOS		E			D	F

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 65.6	Intersection LOS: E
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	84	79	55	723	596	0	0	271	658
Future Volume (veh/h)	0	0	0	84	79	55	723	596	0	0	271	658
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		0.99
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				92	93	35	822	677	0	0	308	504
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				114	119	101	766	2874	0	0	571	502
Arrive On Green				0.06	0.06	0.06	0.72	1.00	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1781	1870	1585	1781	3647	0	0	1870	1562
Grp Volume(v), veh/h				92	93	35	822	677	0	0	308	504
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1781	1777	0	0	1777	1562
Q Serve(g_s), s				4.1	3.9	1.7	34.4	0.0	0.0	0.0	11.4	25.7
Cycle Q Clear(g_c), s				4.1	3.9	1.7	34.4	0.0	0.0	0.0	11.4	25.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				114	119	101	766	2874	0	0	571	502
V/C Ratio(X)				0.81	0.78	0.35	1.07	0.24	0.00	0.00	0.54	1.00
Avail Cap(c_a), veh/h				114	119	101	766	2874	0	0	571	502
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.77	0.77	0.00	0.00	0.87	0.87
Uniform Delay (d), s/veh				37.0	36.9	35.9	11.3	0.0	0.0	0.0	22.3	27.2
Incr Delay (d2), s/veh				32.0	25.4	0.8	50.3	0.1	0.0	0.0	3.2	38.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	2.5	0.6	15.3	0.1	0.0	0.0	5.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				69.0	62.3	36.6	61.6	0.1	0.0	0.0	25.5	65.6
LnGrp LOS				E	E	D	F	A	A	A	C	F
Approach Vol, veh/h					220			1499			812	
Approach Delay, s/veh					61.0			33.8			50.4	
Approach LOS					E			C			D	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.6		39.0	30.6		10.4						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	64.7		34.4	25.7		5.1						
Max Q Clear Time (g_c+I1), s	2.0		36.4	27.7		6.1						
Green Ext Time (p_c), s	3.2		0.0	0.0		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	41.5	
HCM 6th LOS	D	

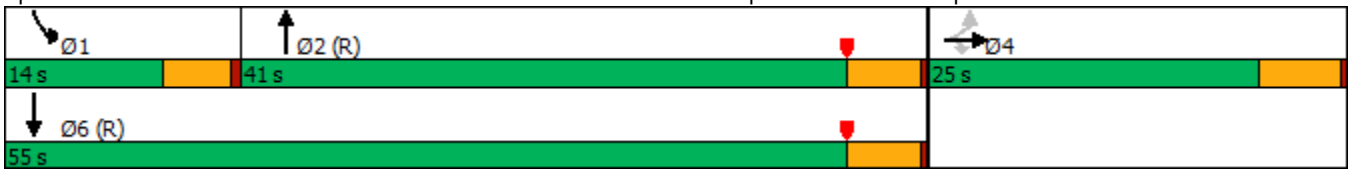
Notes

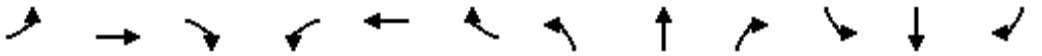
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	391	3	443	928	49	307
Future Volume (vph)	391	3	443	928	49	307
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	25.0	25.0	25.0	41.0	14.0	55.0
Total Split (%)	31.3%	31.3%	31.3%	51.3%	17.5%	68.8%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.2	15.2	15.2	46.6	7.6	54.6
Actuated g/C Ratio	0.19	0.19	0.19	0.58	0.10	0.68
v/c Ratio	0.65	0.66	0.69	0.59	0.31	0.14
Control Delay	39.0	39.3	8.6	11.5	24.6	5.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.0	39.3	8.6	11.6	24.6	5.3
LOS	D	D	A	B	C	A
Approach Delay		23.0		11.6		7.9
Approach LOS		C		B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	3	443	0	0	0	0	928	678	49	307	0
Future Volume (veh/h)	391	3	443	0	0	0	0	928	678	49	307	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	418	0	388				0	987	601	52	327	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, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	877	0	390				0	1790	823	76	2225	0
Arrive On Green	0.25	0.00	0.25				0.00	0.53	0.53	0.09	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1565	1781	3647	0
Grp Volume(v), veh/h	418	0	388				0	987	601	52	327	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1565	1781	1777	0
Q Serve(g_s), s	8.0	0.0	19.5				0.0	15.5	23.6	2.3	0.0	0.0
Cycle Q Clear(g_c), s	8.0	0.0	19.5				0.0	15.5	23.6	2.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	877	0	390				0	1790	823	76	2225	0
V/C Ratio(X)	0.48	0.00	0.99				0.00	0.55	0.73	0.68	0.15	0.00
Avail Cap(c_a), veh/h	877	0	390				0	1790	823	209	2225	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.51	0.51	0.09	0.09	0.00
Uniform Delay (d), s/veh	25.7	0.0	30.1				0.0	12.7	14.6	36.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	43.9				0.0	0.6	2.9	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	3.3	0.0	11.9				0.0	5.3	7.9	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	73.9				0.0	13.3	17.5	37.0	0.0	0.0
LnGrp LOS	C	A	E				A	B	B	D	A	A
Approach Vol, veh/h		806						1588			379	
Approach Delay, s/veh		49.0						14.9			5.1	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.0	47.0		25.0		55.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	9.4	36.1		19.7		50.1
Max Q Clear Time (g_c+I1), s	4.3	25.6		21.5		2.0
Green Ext Time (p_c), s	0.0	5.6		0.0		1.4

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

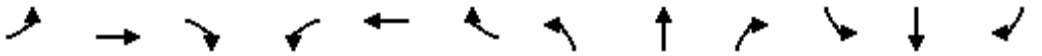
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	132	12	301	21	58	1206	131	572
Future Volume (vph)	132	12	301	21	58	1206	131	572
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	29.1	29.1	29.1	29.1	7.8	43.6	7.3	45.9
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.08	0.46	0.08	0.48
v/c Ratio	0.59	0.11	0.76	0.50	0.41	0.81	0.52	0.38
Control Delay	41.0	10.6	43.8	16.0	56.6	27.8	55.3	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.8	17.1	0.0	0.0
Total Delay	41.0	10.6	43.8	16.0	57.4	44.9	55.3	18.4
LOS	D	B	D	B	E	D	E	B
Approach Delay		32.0		30.2		45.5		24.9
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 95.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 36.0	Intersection LOS: D
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	12	44	301	21	268	58	1206	64	131	572	46
Future Volume (veh/h)	132	12	44	301	21	268	58	1206	64	131	572	46
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	12	35	310	22	145	60	1243	66	135	590	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	122	355	457	61	402	83	1596	85	211	1597	127
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.05	0.47	0.47	0.06	0.48	0.48
Sat Flow, veh/h	1218	421	1227	1357	211	1388	1781	3430	182	3456	3328	265
Grp Volume(v), veh/h	136	0	47	310	0	167	60	643	666	135	314	323
Grp Sat Flow(s),veh/h/ln	1218	0	1648	1357	0	1598	1781	1777	1835	1728	1777	1816
Q Serve(g_s), s	7.8	0.0	1.6	16.9	0.0	6.5	2.6	23.7	23.8	3.0	8.8	8.8
Cycle Q Clear(g_c), s	14.3	0.0	1.6	18.6	0.0	6.5	2.6	23.7	23.8	3.0	8.8	8.8
Prop In Lane	1.00		0.74	1.00		0.87	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	344	0	477	457	0	463	83	827	854	211	852	871
V/C Ratio(X)	0.40	0.00	0.10	0.68	0.00	0.36	0.72	0.78	0.78	0.64	0.37	0.37
Avail Cap(c_a), veh/h	665	0	912	815	0	884	237	1247	1287	327	1178	1204
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	20.3	27.1	0.0	22.0	36.8	17.5	17.6	35.9	12.9	12.9
Incr Delay (d2), s/veh	0.7	0.0	0.1	1.8	0.0	0.5	4.4	1.8	1.8	1.2	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	2.3	0.0	0.6	5.5	0.0	2.4	1.2	9.0	9.3	1.3	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	0.0	20.4	28.9	0.0	22.5	41.2	19.3	19.3	37.1	13.1	13.1
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		183			477			1369			772	
Approach Delay, s/veh		26.4			26.7			20.3			17.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	41.5		27.4	8.2	42.6		27.4				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	7.4	54.9		* 43	10.4	51.9		* 43				
Max Q Clear Time (g_c+I1), s	5.0	25.8		16.3	4.6	10.8		20.6				
Green Ext Time (p_c), s	0.0	10.6		0.7	0.0	4.2		2.1				

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

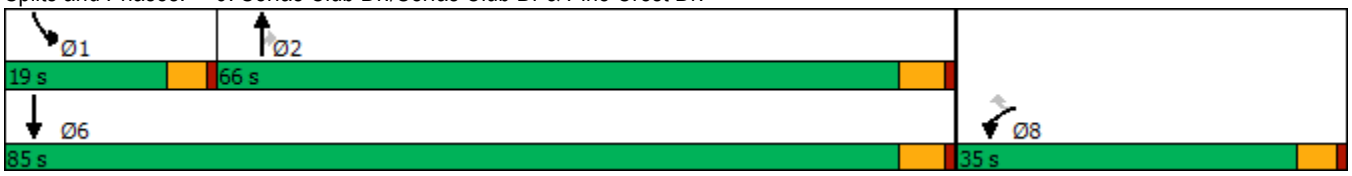
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	173	210	1118	68	188	729
Future Volume (vph)	173	210	1118	68	188	729
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	13.5	13.5	36.5	36.5	14.4	55.6
Actuated g/C Ratio	0.17	0.17	0.46	0.46	0.18	0.70
v/c Ratio	0.62	0.50	0.74	0.10	0.63	0.32
Control Delay	41.9	9.0	20.6	6.2	44.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	63.6	0.3
Total Delay	41.9	9.0	20.6	6.2	107.8	5.4
LOS	D	A	C	A	F	A
Approach Delay	23.9		19.8			26.4
Approach LOS	C		B			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	173	210	1118	68	188	729
Future Volume (veh/h)	173	210	1118	68	188	729
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	165	1202	62	202	784
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	252	224	1729	755	250	2492
Arrive On Green	0.14	0.14	0.49	0.49	0.14	0.70
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	186	165	1202	62	202	784
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	6.2	6.1	16.2	1.3	6.8	5.2
Cycle Q Clear(g_c), s	6.2	6.1	16.2	1.3	6.8	5.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	252	224	1729	755	250	2492
V/C Ratio(X)	0.74	0.74	0.70	0.08	0.81	0.31
Avail Cap(c_a), veh/h	879	782	3513	1533	416	4608
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.4	25.4	12.3	8.5	25.7	3.5
Incr Delay (d2), s/veh	1.6	1.8	0.5	0.0	2.4	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	2.3	5.3	0.4	2.8	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.0	27.1	12.8	8.5	28.1	3.6
LnGrp LOS	C	C	B	A	C	A
Approach Vol, veh/h	351		1264			986
Approach Delay, s/veh	27.1		12.6			8.6
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.2	35.1			48.3	13.3
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9			79.9	30.4
Max Q Clear Time (g_c+I1), s	8.8	18.2			7.2	8.2
Green Ext Time (p_c), s	0.1	11.8			6.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	259	0	0	380	0	0
Future Vol, veh/h	259	0	0	380	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	282	0	0	413	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	282	0	695	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1280	-	408	757
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1280	-	408	757
Mov Cap-2 Maneuver	-	-	-	-	408	-
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	668	-

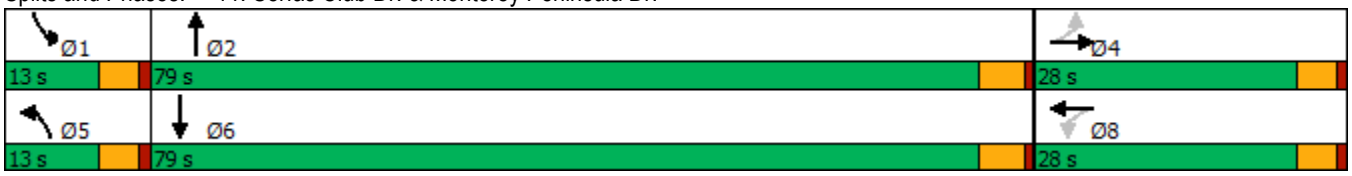
Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1280	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	79	3	12	1	6	1076	16	837
Future Volume (vph)	79	3	12	1	6	1076	16	837
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	28.0	28.0	28.0	28.0	13.0	79.0	13.0	79.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.8%	65.8%	10.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		13.4		13.4	5.6	43.6	6.0	45.9
Actuated g/C Ratio		0.19		0.19	0.08	0.61	0.08	0.65
v/c Ratio		0.44		0.15	0.04	0.53	0.11	0.80
Control Delay		32.8		16.9	42.0	9.9	41.3	16.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.7
Total Delay		32.8		16.9	42.0	9.9	41.3	17.0
LOS		C		B	D	A	D	B
Approach Delay		32.8		16.9		10.1		17.4
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	3	24	12	1	31	6	1076	3	16	837	49
Future Volume (veh/h)	79	3	24	12	1	31	6	1076	3	16	837	49
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		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	3	17	13	1	27	6	1157	3	17	900	48
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	18	36	123	37	158	14	2156	6	37	1064	57
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.01	0.59	0.59	0.02	0.61	0.61
Sat Flow, veh/h	1116	117	238	297	245	1046	1781	3636	9	1781	1757	94
Grp Volume(v), veh/h	105	0	0	41	0	0	6	565	595	17	0	948
Grp Sat Flow(s),veh/h/ln	1472	0	0	1588	0	0	1781	1777	1868	1781	0	1851
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	0.2	11.5	11.5	0.6	0.0	25.1
Cycle Q Clear(g_c), s	3.7	0.0	0.0	1.3	0.0	0.0	0.2	11.5	11.5	0.6	0.0	25.1
Prop In Lane	0.81		0.16	0.32		0.66	1.00		0.01	1.00		0.05
Lane Grp Cap(c), veh/h	329	0	0	318	0	0	14	1054	1108	37	0	1121
V/C Ratio(X)	0.32	0.00	0.00	0.13	0.00	0.00	0.42	0.54	0.54	0.46	0.00	0.85
Avail Cap(c_a), veh/h	662	0	0	676	0	0	247	2165	2276	247	0	2255
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	22.4	0.0	0.0	29.9	7.4	7.4	29.4	0.0	9.7
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.2	0.0	0.0	7.4	0.4	0.4	3.4	0.0	1.9
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	1.4	0.0	0.0	0.5	0.0	0.0	0.1	3.2	3.4	0.3	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	0.0	22.6	0.0	0.0	37.3	7.8	7.8	32.8	0.0	11.5
LnGrp LOS	C	A	A	C	A	A	D	A	A	C	A	B
Approach Vol, veh/h		105			41			1166			965	
Approach Delay, s/veh		23.9			22.6			7.9			11.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	41.1		13.7	5.1	41.8		13.7				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	8.4	73.9		23.4	8.4	73.9		23.4				
Max Q Clear Time (g_c+I1), s	2.6	13.5		5.7	2.2	27.1		3.3				
Green Ext Time (p_c), s	0.0	9.9		0.5	0.0	9.6		0.1				

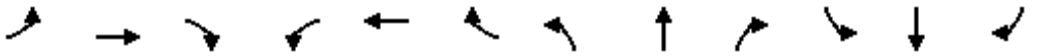
Intersection Summary			
HCM 6th Ctrl Delay		10.6	
HCM 6th LOS		B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	182	12	39	903	404	469		
Future Volume (vph)	182	12	39	903	404	469		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	27.0	27.0	15.0	68.8	63.4	63.4	9.6	14.6
Total Split (%)	22.5%	22.5%	12.5%	57.3%	52.8%	52.8%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	11.8	11.8	6.3	27.0	23.2	23.2		
Actuated g/C Ratio	0.24	0.24	0.13	0.55	0.47	0.47		
v/c Ratio	0.24	0.03	0.18	0.51	0.50	0.56		
Control Delay	18.1	0.1	25.6	7.6	13.0	6.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	18.1	0.1	25.6	7.6	13.0	6.8		
LOS	B	A	C	A	B	A		
Approach Delay				8.4	9.6			
Approach LOS				A	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.1	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 45.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	0	12	0	0	0	39	903	0	0	404	469
Future Volume (veh/h)	182	0	12	0	0	0	39	903	0	0	404	469
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	0	9	0	0	0	42	982	0	0	439	420
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, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	750	0	0	0	5	0	82	1949	0	4	731	605
Arrive On Green	0.22	0.00	0.00	0.00	0.00	0.00	0.05	0.55	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3456	198		0	-86037	0	1781	3647	0	1781	1870	1547
Grp Volume(v), veh/h	198	13.6		0	0	0	42	982	0	0	439	420
Grp Sat Flow(s),veh/h/ln	1728	B		0	1870	0	1781	1777	0	1781	1870	1547
Q Serve(g_s), s	2.0			0.0	0.0	0.0	1.0	7.1	0.0	0.0	7.7	9.4
Cycle Q Clear(g_c), s	2.0			0.0	0.0	0.0	1.0	7.1	0.0	0.0	7.7	9.4
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	750			0	5	0	82	1949	0	4	731	605
V/C Ratio(X)	0.26			0.00	0.00	0.00	0.51	0.50	0.00	0.00	0.60	0.69
Avail Cap(c_a), veh/h	1873			0	452	0	448	5476	0	215	2638	2182
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.4			0.0	0.0	0.0	19.3	5.8	0.0	0.0	10.0	10.5
Incr Delay (d2), s/veh	0.2			0.0	0.0	0.0	1.8	0.2	0.0	0.0	0.8	1.4
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
%ile BackOfQ(50%),veh/ln	0.6			0.0	0.0	0.0	0.4	1.5	0.0	0.0	2.4	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6			0.0	0.0	0.0	21.1	6.0	0.0	0.0	10.8	12.0
LnGrp LOS	B			A	A	A	C	A	A	A	B	B
Approach Vol, veh/h					0			1024			859	
Approach Delay, s/veh					0.0			6.6			11.4	
Approach LOS								A			B	

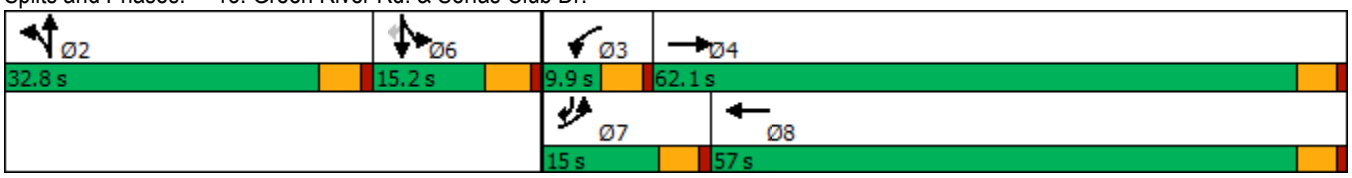
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	27.8			6.5	21.3	13.6	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	63.7			10.4	58.3	22.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	9.1			3.0	11.4	4.0	0.0				
Green Ext Time (p_c), s	0.0	8.7			0.0	4.8	0.6	0.0				

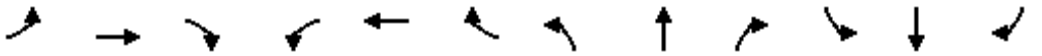
Intersection Summary			
HCM 6th Ctrl Delay		9.3	
HCM 6th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	376	569	16	1730	59	131	21	251
Future Volume (vph)	376	569	16	1730	59	131	21	251
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	15.0	62.1	9.9	57.0	32.8	15.2	15.2	15.0
Total Split (%)	12.5%	51.8%	8.3%	47.5%	27.3%	12.7%	12.7%	12.5%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.4	63.8	5.2	52.5	13.1	10.0	10.0	25.7
Actuated g/C Ratio	0.10	0.61	0.05	0.50	0.12	0.09	0.09	0.24
v/c Ratio	1.14	0.28	0.18	1.26	0.43	0.49	0.49	0.45
Control Delay	136.4	11.8	55.3	147.4	39.2	57.8	57.5	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.4	11.8	55.3	147.4	39.2	57.8	57.5	7.1
LOS	F	B	E	F	D	E	E	A
Approach Delay		61.2		146.7	39.2		26.2	
Approach LOS		E		F	D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 107.3	Intersection LOS: F
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	569	4	16	1730	369	7	59	33	131	21	251
Future Volume (veh/h)	376	569	4	16	1730	369	7	59	33	131	21	251
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	388	587	4	16	1784	231	7	61	24	151	0	148
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	2178	15	32	1639	207	12	108	42	352	0	320
Arrive On Green	0.10	0.60	0.60	0.02	0.52	0.52	0.09	0.09	0.09	0.10	0.00	0.10
Sat Flow, veh/h	3456	3618	25	1781	3169	401	135	1180	464	3563	0	1585
Grp Volume(v), veh/h	388	288	303	16	982	1033	92	0	0	151	0	148
Grp Sat Flow(s),veh/h/ln	1728	1777	1866	1781	1777	1793	1780	0	0	1781	0	1585
Q Serve(g_s), s	10.4	7.8	7.8	0.9	52.3	52.3	5.0	0.0	0.0	4.0	0.0	8.3
Cycle Q Clear(g_c), s	10.4	7.8	7.8	0.9	52.3	52.3	5.0	0.0	0.0	4.0	0.0	8.3
Prop In Lane	1.00		0.01	1.00		0.22	0.08		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	355	1070	1123	32	919	927	163	0	0	352	0	320
V/C Ratio(X)	1.09	0.27	0.27	0.50	1.07	1.11	0.57	0.00	0.00	0.43	0.00	0.46
Avail Cap(c_a), veh/h	355	1070	1123	93	919	927	495	0	0	352	0	320
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	1.00
Uniform Delay (d), s/veh	45.4	9.6	9.6	49.2	24.4	24.4	44.0	0.0	0.0	42.9	0.0	35.5
Incr Delay (d2), s/veh	74.7	0.1	0.1	4.5	49.7	66.2	1.1	0.0	0.0	0.8	0.0	1.0
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	8.1	2.9	3.0	0.4	33.0	37.6	2.2	0.0	0.0	1.8	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.1	9.7	9.7	53.7	74.2	90.6	45.2	0.0	0.0	43.7	0.0	36.6
LnGrp LOS	F	A	A	D	F	F	D	A	A	D	A	D
Approach Vol, veh/h		979			2031			92			299	
Approach Delay, s/veh		53.4			82.4			45.2			40.2	
Approach LOS		D			F			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.9	6.4	65.6		15.2	15.0	57.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.3	* 57		10.0	10.4	* 52				
Max Q Clear Time (g_c+I1), s		7.0	2.9	9.8		10.3	12.4	54.3				
Green Ext Time (p_c), s		0.3	0.0	4.1		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	69.3	
HCM 6th LOS	E	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	0	0	582	0	0
Future Vol, veh/h	132	0	0	582	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	143	0	0	633	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	143
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	905
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	905
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	255	376	4	4	7
Future Vol, veh/h	1	255	376	4	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	315	464	5	5	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	469	0	-	0	784	467
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1093	-	-	-	362	596
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1093	-	-	-	362	596
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	738	-

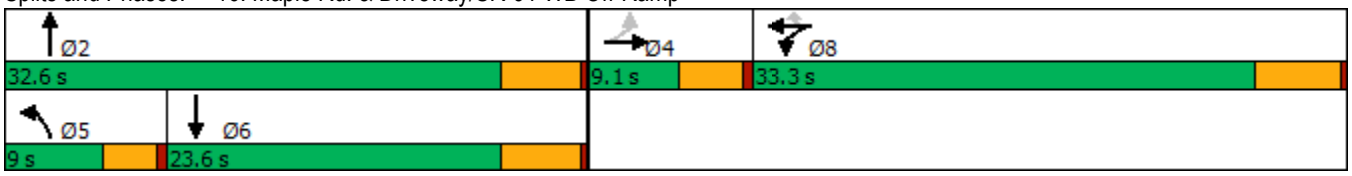
Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

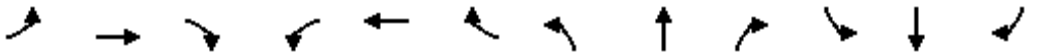
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1093	-	-	-	483
HCM Lane V/C Ratio	0.001	-	-	-	0.028
HCM Control Delay (s)	8.3	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	3	0	56	6	84	9	375	390
Future Volume (vph)	3	0	56	6	84	9	375	390
Turn Type	Perm	NA	Split	NA	Perm	Prot	NA	NA
Protected Phases		4	8	8		5	2	6
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	5	2	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)	9.1	9.1	33.3	33.3	33.3	8.5	29.9	9.9
Total Split (s)	9.1	9.1	33.3	33.3	33.3	9.0	32.6	23.6
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	12.0%	43.5%	31.5%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	3.0	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.1	5.3	5.3	5.3	3.5	4.9	4.9
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max
Act Effct Green (s)		5.2	8.7	8.7	8.7	5.3	34.7	33.4
Actuated g/C Ratio		0.10	0.17	0.17	0.17	0.10	0.67	0.64
v/c Ratio		0.02	0.12	0.12	0.23	0.06	0.17	0.19
Control Delay		0.2	17.3	17.3	2.6	26.0	7.3	9.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.2	17.3	17.3	2.6	26.0	7.3	9.5
LOS		A	B	B	A	C	A	A
Approach Delay		0.2		8.9			7.7	9.5
Approach LOS		A		A			A	A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.23	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 31.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	3	56	6	84	9	375	0	0	390	8
Future Volume (veh/h)	3	0	3	56	6	84	9	375	0	0	390	8
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	3	0	3	64	0	69	10	399	0	0	415	9
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	7	0	7	314	0	140	23	2118	0	0	1805	39
Arrive On Green	0.01	0.00	0.01	0.09	0.00	0.09	0.01	0.60	0.00	0.00	0.51	0.51
Sat Flow, veh/h	839	0	839	3563	0	1585	1781	3647	0	0	3650	77
Grp Volume(v), veh/h	6	0	0	64	0	69	10	399	0	0	207	217
Grp Sat Flow(s),veh/h/ln	1677	0	0	1781	0	1585	1781	1777	0	0	1777	1856
Q Serve(g_s), s	0.2	0.0	0.0	0.8	0.0	1.9	0.3	2.4	0.0	0.0	3.0	3.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.8	0.0	1.9	0.3	2.4	0.0	0.0	3.0	3.0
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.00	0.00		0.04
Lane Grp Cap(c), veh/h	13	0	0	314	0	140	23	2118	0	0	902	943
V/C Ratio(X)	0.45	0.00	0.00	0.20	0.00	0.49	0.43	0.19	0.00	0.00	0.23	0.23
Avail Cap(c_a), veh/h	180	0	0	2146	0	955	211	2118	0	0	902	943
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	0.0	19.7	0.0	20.2	22.8	4.3	0.0	0.0	6.4	6.4
Incr Delay (d2), s/veh	8.4	0.0	0.0	0.1	0.0	1.0	4.6	0.2	0.0	0.0	0.6	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	0.1	0.0	0.0	0.3	0.0	0.6	0.1	0.5	0.0	0.0	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	0.0	19.8	0.0	21.2	27.4	4.5	0.0	0.0	7.0	6.9
LnGrp LOS	C	A	A	B	A	C	C	A	A	A	A	A
Approach Vol, veh/h		6			133			409			424	
Approach Delay, s/veh		31.3			20.5			5.0			7.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.5	4.1	28.5		9.4				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		4.4		2.2	2.3	5.0		3.9				
Green Ext Time (p_c), s		1.7		0.0	0.0	1.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		8.2
HCM 6th LOS		A

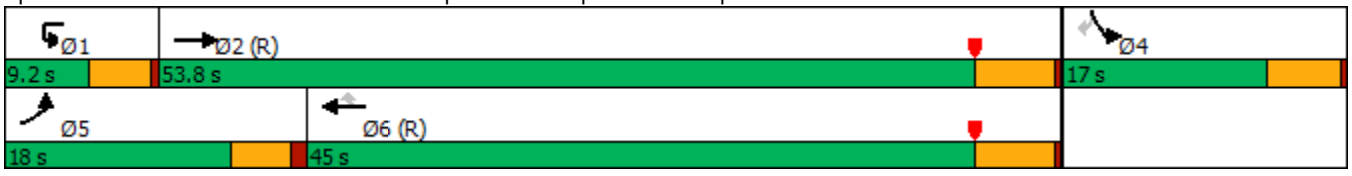
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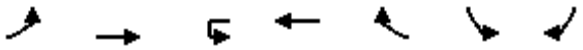
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	222	427	1334	162	196	253	
Future Volume (vph)	222	427	1334	162	196	253	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	18.0	53.8	45.0	45.0	17.0	17.0	9.2
Total Split (%)	22.5%	67.3%	56.3%	56.3%	21.3%	21.3%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	14.5	59.9	40.9	40.9	9.9	9.9	
Actuated g/C Ratio	0.18	0.75	0.51	0.51	0.12	0.12	
v/c Ratio	0.83	0.19	0.88	0.22	0.55	0.78	
Control Delay	55.4	3.3	25.1	2.5	37.7	26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.4	3.3	25.1	2.5	37.7	26.0	
LOS	E	A	C	A	D	C	
Approach Delay		21.2	22.6		31.1		
Approach LOS		C	C		C		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	222	427	0	1334	162	196	253
Future Volume (veh/h)	222	427	0	1334	162	196	253
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	264	508		1588	147	233	233
Peak Hour Factor	0.84	0.84		0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	298	2563		1764	770	523	240
Arrive On Green	0.17	0.72		0.50	0.50	0.15	0.15
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	264	508		1588	147	233	233
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	11.6	3.7		32.6	4.2	4.9	11.7
Cycle Q Clear(g_c), s	11.6	3.7		32.6	4.2	4.9	11.7
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	298	2563		1764	770	523	240
V/C Ratio(X)	0.88	0.20		0.90	0.19	0.45	0.97
Avail Cap(c_a), veh/h	298	2563		1764	770	523	240
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.69	0.69	0.99	0.99
Uniform Delay (d), s/veh	32.5	3.6		18.4	11.2	30.9	33.8
Incr Delay (d2), s/veh	25.5	0.2		5.7	0.4	0.2	49.6
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.8		13.0	1.4	2.0	12.9
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	58.0	3.8		24.0	11.6	31.1	83.3
LnGrp LOS	E	A		C	B	C	F
Approach Vol, veh/h		772		1735		466	
Approach Delay, s/veh		22.3		23.0		57.2	
Approach LOS		C		C		E	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		63.0		17.0	18.0	45.0	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		48.5		12.1	13.4	39.7	
Max Q Clear Time (g_c+I1), s		5.7		13.7	13.6	34.6	
Green Ext Time (p_c), s		2.1		0.0	0.0	3.5	

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

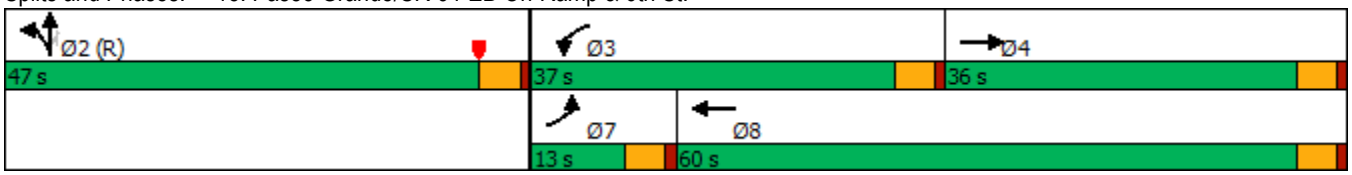
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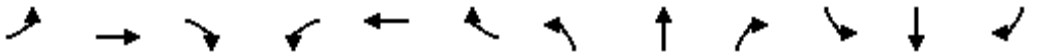
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	126	335	408	1102	393	371	318
Future Volume (vph)	126	335	408	1102	393	371	318
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	13.0	36.0	37.0	60.0	47.0	47.0	47.0
Total Split (%)	10.8%	30.0%	30.8%	50.0%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	8.4	23.4	31.5	46.5	51.3	51.3	51.3
Actuated g/C Ratio	0.07	0.20	0.26	0.39	0.43	0.43	0.43
v/c Ratio	1.11	0.76	0.95	0.70	0.53	0.59	0.40
Control Delay	165.7	47.0	75.9	31.9	30.6	32.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	165.7	47.0	75.9	31.9	30.6	32.0	4.2
LOS	F	D	E	C	C	C	A
Approach Delay		71.0		42.7		23.4	
Approach LOS		E		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 41.7	Intersection LOS: D
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	335	162	408	1102	160	393	371	318	0	0	0
Future Volume (veh/h)	126	335	162	408	1102	160	393	371	318	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	137	364	138	443	1198	140	415	420	238			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	125	457	170	467	1729	202	786	825	690			
Arrive On Green	0.07	0.18	0.18	0.26	0.37	0.37	0.44	0.44	0.44			
Sat Flow, veh/h	1781	2516	938	1781	4626	540	1781	1870	1564			
Grp Volume(v), veh/h	137	255	247	443	881	457	415	420	238			
Grp Sat Flow(s),veh/h/ln	1781	1777	1677	1781	1702	1763	1781	1870	1564			
Q Serve(g_s), s	8.4	16.5	16.9	29.3	26.3	26.3	20.4	19.4	12.0			
Cycle Q Clear(g_c), s	8.4	16.5	16.9	29.3	26.3	26.3	20.4	19.4	12.0			
Prop In Lane	1.00		0.56	1.00		0.31	1.00		1.00			
Lane Grp Cap(c), veh/h	125	323	305	467	1272	659	786	825	690			
V/C Ratio(X)	1.10	0.79	0.81	0.95	0.69	0.69	0.53	0.51	0.34			
Avail Cap(c_a), veh/h	125	465	439	481	1572	814	786	825	690			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.96	0.54	0.54	0.54	1.00	1.00	1.00			
Uniform Delay (d), s/veh	55.8	46.9	47.1	43.5	31.8	31.8	24.4	24.1	22.1			
Incr Delay (d2), s/veh	107.9	5.6	7.0	18.5	0.5	1.0	2.5	2.2	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.5	7.7	7.6	15.1	10.7	11.1	9.2	9.2	4.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	163.7	52.5	54.1	62.0	32.3	32.8	26.9	26.4	23.5			
LnGrp LOS	F	D	D	E	C	C	C	C	C			
Approach Vol, veh/h		639			1781			1073				
Approach Delay, s/veh		77.0			39.8			25.9				
Approach LOS		E			D			C				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		57.6	36.0	26.4			13.0	49.4				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		42.4	32.4	31.4			8.4	55.4				
Max Q Clear Time (g_c+I1), s		22.4	31.3	18.9			10.4	28.3				
Green Ext Time (p_c), s		2.9	0.1	2.4			0.0	10.5				

Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	165	13	58	868	230	252
Future Vol, veh/h	165	13	58	868	230	252
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	177	14	62	933	247	271
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	13.8	49	13.8
HCM LOS	B	E	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	17%	0%	93%	0%	0%
Vol Thru, %	83%	100%	0%	100%	0%
Vol Right, %	0%	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	347	579	178	230	252
LT Vol	58	0	165	0	0
Through Vol	289	579	0	230	0
RT Vol	0	0	13	0	252
Lane Flow Rate	373	622	191	247	271
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.624	1.026	0.365	0.45	0.439
Departure Headway (Hd)	6.019	5.935	6.865	6.544	5.832
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	598	610	524	549	615
Service Time	3.765	3.681	4.905	4.304	3.592
HCM Lane V/C Ratio	0.624	1.02	0.365	0.45	0.441
HCM Control Delay	18.3	67.4	13.8	14.6	13.1
HCM Lane LOS	C	F	B	B	B
HCM 95th-tile Q	4.3	16.2	1.7	2.3	2.2

Intersection	
Intersection Delay, s/veh	105
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	36	10	58	74	175	6	698	33	12	221	10
Future Vol, veh/h	53	36	10	58	74	175	6	698	33	12	221	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	39	11	63	80	190	7	759	36	13	240	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.9	20.6	181.5	16.8
HCM LOS	B	C	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	54%	19%	5%
Vol Thru, %	95%	36%	24%	91%
Vol Right, %	4%	10%	57%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	737	99	307	243
LT Vol	6	53	58	12
Through Vol	698	36	74	221
RT Vol	33	10	175	10
Lane Flow Rate	801	108	334	264
Geometry Grp	1	1	1	1
Degree of Util (X)	1.336	0.225	0.601	0.485
Departure Headway (Hd)	6.003	8.456	7.248	7.213
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	601	427	501	502
Service Time	4.076	6.456	5.248	5.213
HCM Lane V/C Ratio	1.333	0.253	0.667	0.526
HCM Control Delay	181.5	13.9	20.6	16.8
HCM Lane LOS	F	B	C	C
HCM 95th-tile Q	33.7	0.9	3.9	2.6

Intersection	
Intersection Delay, s/veh	222.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	19	55	234	73	427	43	343	154	67	225	3
Future Vol, veh/h	3	19	55	234	73	427	43	343	154	67	225	3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	23	67	285	89	521	52	418	188	82	274	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.7	353.1	175	39.5
HCM LOS	C	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	23%
Vol Thru, %	64%	25%	10%	76%
Vol Right, %	29%	71%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	540	77	734	295
LT Vol	43	3	234	67
Through Vol	343	19	73	225
RT Vol	154	55	427	3
Lane Flow Rate	659	94	895	360
Geometry Grp	1	1	1	1
Degree of Util (X)	1.292	0.223	1.723	0.763
Departure Headway (Hd)	8.887	11.442	7.583	10.176
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	415	316	492	360
Service Time	6.887	9.442	5.583	8.176
HCM Lane V/C Ratio	1.588	0.297	1.819	1
HCM Control Delay	175	17.7	353.1	39.5
HCM Lane LOS	F	C	F	E
HCM 95th-tile Q	23.2	0.8	49.1	6.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	9	3	515	502	12
Future Vol, veh/h	25	9	3	515	502	12
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	13	4	715	697	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1456	733	741	0	-	0
Stage 1	733	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	143	421	866	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	410	844	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	844	-	299	-	-
HCM Lane V/C Ratio	0.005	-	0.158	-	-
HCM Control Delay (s)	9.3	0	19.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	518	0	0	511	0
Future Vol, veh/h	0	0	0	0	0	0	0	518	0	0	511	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	563	0	0	555	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1118	1118	555	1118	1118	563	555	0	0	563	0	0
Stage 1	555	555	-	563	563	-	-	-	-	-	-	-
Stage 2	563	563	-	555	555	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	184	207	531	184	207	526	1015	-	-	1008	-	-
Stage 1	516	513	-	511	509	-	-	-	-	-	-	-
Stage 2	511	509	-	516	513	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	184	207	531	184	207	526	1015	-	-	1008	-	-
Mov Cap-2 Maneuver	184	207	-	184	207	-	-	-	-	-	-	-
Stage 1	516	513	-	511	509	-	-	-	-	-	-	-
Stage 2	511	509	-	516	513	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1015	-	-	-	-	1008	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	259.6
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	219	242	487	405	107
Future Vol, veh/h	31	219	242	487	405	107
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	322	356	716	596	157
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	25.4	411.2	158.1
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	12%	0%
Vol Thru, %	67%	0%	79%
Vol Right, %	0%	88%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	729	250	512
LT Vol	242	31	0
Through Vol	487	0	405
RT Vol	0	219	107
Lane Flow Rate	1072	368	753
Geometry Grp	1	1	1
Degree of Util (X)	1.861	0.667	1.267
Departure Headway (Hd)	6.734	7.908	7.2
Convergence, Y/N	Yes	Yes	Yes
Cap	547	460	512
Service Time	4.734	5.908	5.2
HCM Lane V/C Ratio	1.96	0.8	1.471
HCM Control Delay	411.2	25.4	158.1
HCM Lane LOS	F	D	F
HCM 95th-tile Q	63.4	4.8	25.9

Intersection	
Intersection Delay, s/veh	219.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	163	0	352	0	368	138	281	216	0
Future Vol, veh/h	0	0	0	163	0	352	0	368	138	281	216	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	251	0	542	0	566	212	432	332	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

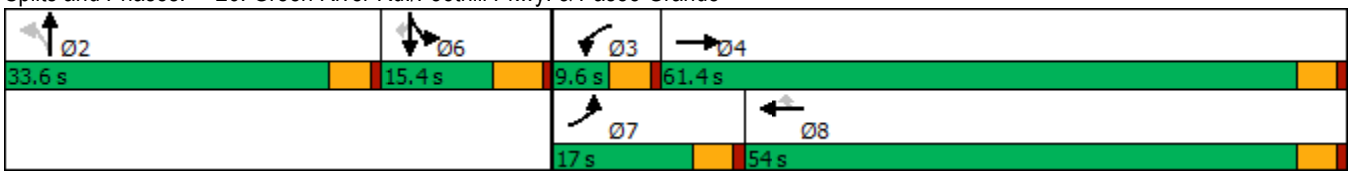
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	0	66.5	147.6	450.8
HCM LOS	-	F	F	F

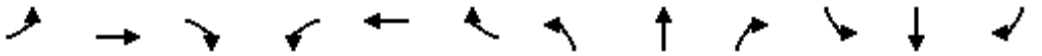
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	57%
Vol Thru, %	100%	0%	100%	0%	100%	0%	43%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	368	138	0	163	0	352	497
LT Vol	0	0	0	163	0	0	281
Through Vol	368	0	0	0	0	0	216
RT Vol	0	138	0	0	0	352	0
Lane Flow Rate	566	212	0	251	0	542	765
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	1.332	0.458	0	0.571	0	1.053	1.931
Departure Headway (Hd)	10.14	9.404	13.953	9.442	8.914	8.175	9.764
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	362	386	0	386	0	449	382
Service Time	7.84	7.104	11.653	7.142	6.614	5.875	7.464
HCM Lane V/C Ratio	1.564	0.549	0	0.65	0	1.207	2.003
HCM Control Delay	195.5	19.8	16.7	24	11.6	86.2	450.8
HCM Lane LOS	F	C	N	C	N	F	F
HCM 95th-tile Q	22.6	2.3	0	3.4	0	14.7	48.4

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	308	362	1	1571	80	1	44	0	292
Future Volume (vph)	308	362	1	1571	80	1	44	0	292
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8		2	6	6	
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	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	21.7	9.6	32.7	32.7	31.7	15.4	15.4	15.4
Total Split (s)	17.0	61.4	9.6	54.0	54.0	33.6	15.4	15.4	15.4
Total Split (%)	14.2%	51.2%	8.0%	45.0%	45.0%	28.0%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.4	4.4	4.4
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.4	65.7	5.1	50.1	50.1	12.8	10.2	10.2	10.2
Actuated g/C Ratio	0.13	0.71	0.06	0.54	0.54	0.14	0.11	0.11	0.11
v/c Ratio	0.73	0.16	0.01	0.89	0.09	0.00	0.25	0.27	0.27
Control Delay	50.1	7.2	48.0	27.9	0.4	35.0	44.9	1.2	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	7.2	48.0	27.9	0.4	35.0	44.9	1.2	1.2
LOS	D	A	D	C	A	C	D	A	A
Approach Delay		26.9		26.6		35.0		6.9	
Approach LOS		C		C		C		A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 92.6		
Natural Cycle: 120		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.89		
Intersection Signal Delay: 24.2	Intersection LOS: C	
Intersection Capacity Utilization 76.1%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	362	1	1	1571	80	0	1	0	44	0	292
Future Volume (veh/h)	308	362	1	1	1571	80	0	1	0	44	0	292
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	335	393	1	1	1708	73	0	1	0	48	0	162
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	2395	6	2	1921	857	0	5	0	203	0	362
Arrive On Green	0.12	0.66	0.66	0.00	0.54	0.54	0.00	0.00	0.00	0.11	0.00	0.11
Sat Flow, veh/h	3456	3636	9	1781	3554	1585	0	1870	0	1781	0	3170
Grp Volume(v), veh/h	335	192	202	1	1708	73	0	1	0	48	0	162
Grp Sat Flow(s),veh/h/ln	1728	1777	1869	1781	1777	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	8.2	3.6	3.6	0.0	37.0	1.9	0.0	0.0	0.0	2.1	0.0	4.2
Cycle Q Clear(g_c), s	8.2	3.6	3.6	0.0	37.0	1.9	0.0	0.0	0.0	2.1	0.0	4.2
Prop In Lane	1.00		0.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1170	1231	2	1921	857	0	5	0	203	0	362
V/C Ratio(X)	0.81	0.16	0.16	0.41	0.89	0.09	0.00	0.19	0.00	0.24	0.00	0.45
Avail Cap(c_a), veh/h	493	1170	1231	102	2014	898	0	621	0	205	0	364
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	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.4	5.7	5.7	43.4	17.7	9.6	0.0	43.3	0.0	35.1	0.0	36.0
Incr Delay (d2), s/veh	7.1	0.1	0.1	36.0	5.2	0.0	0.0	17.5	0.0	0.6	0.0	0.9
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	3.8	1.2	1.2	0.0	14.9	0.6	0.0	0.0	0.0	0.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	5.7	5.7	79.4	22.9	9.7	0.0	60.8	0.0	35.7	0.0	36.8
LnGrp LOS	D	A	A	E	C	A	A	E	A	D	A	D
Approach Vol, veh/h		729			1782			1			210	
Approach Delay, s/veh		23.5			22.3			60.8			36.6	
Approach LOS		C			C			E			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.7	62.0		15.3	15.0	51.7				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 29	5.0	* 57		10.0	12.4	* 49				
Max Q Clear Time (g_c+I1), s		2.0	2.0	5.6		6.2	10.2	39.0				
Green Ext Time (p_c), s		0.0	0.0	2.5		0.2	0.2	8.0				

Intersection Summary		
HCM 6th Ctrl Delay	23.8	
HCM 6th LOS	C	

Notes

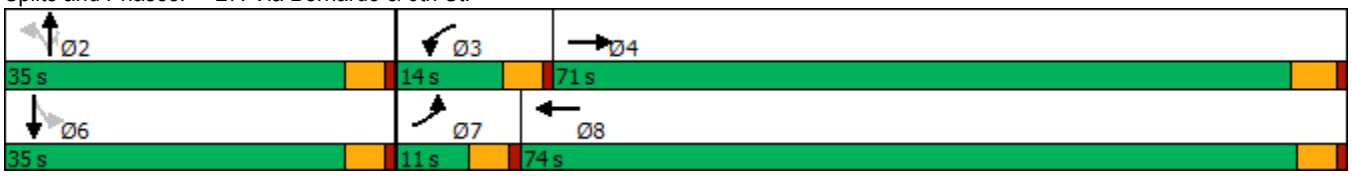
User approved volume balancing among the lanes for turning movement.

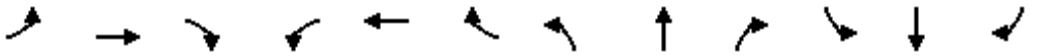
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	3	516	75	1618	185	0	104	
Future Volume (vph)	3	516	75	1618	185	0	104	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	11.0	71.0	14.0	74.0	35.0	35.0	35.0	35.0
Total Split (%)	9.2%	59.2%	11.7%	61.7%	29.2%	29.2%	29.2%	29%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.4	46.2	8.3	55.2		19.1	19.1	
Actuated g/C Ratio	0.06	0.54	0.10	0.64		0.22	0.22	
v/c Ratio	0.03	0.35	0.48	0.77		0.64	0.26	
Control Delay	50.3	12.6	53.8	15.1		43.7	8.4	
Queue Delay	0.0	0.0	0.0	0.2		0.0	0.0	
Total Delay	50.3	12.6	53.8	15.4		43.7	8.4	
LOS	D	B	D	B		D	A	
Approach Delay		12.8		17.1		31.0		
Approach LOS		B		B		C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 70.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	516	76	75	1618	0	185	0	104	0	0	0
Future Volume (veh/h)	3	516	76	75	1618	0	185	0	104	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	561	81	82	1759	0	201	0	86	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1823	262	106	2277	0	340	0	280	0	331	0
Arrive On Green	0.00	0.59	0.59	0.06	0.64	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	3113	448	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	3	319	323	82	1759	0	201	0	86	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.1	7.3	7.3	3.6	28.2	0.0	10.9	0.0	3.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	7.3	7.3	3.6	28.2	0.0	10.9	0.0	3.8	0.0	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	7	1040	1045	106	2277	0	340	0	280	0	331	0
V/C Ratio(X)	0.42	0.31	0.31	0.78	0.77	0.00	0.59	0.00	0.31	0.00	0.00	0.00
Avail Cap(c_a), veh/h	144	1461	1467	211	3072	0	626	0	599	0	707	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	39.8	8.4	8.4	37.2	10.2	0.0	31.7	0.0	28.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	13.7	0.2	0.2	4.5	0.9	0.0	1.6	0.0	0.6	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	2.4	2.5	1.7	9.2	0.0	3.8	0.0	1.5	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	8.6	8.6	41.7	11.1	0.0	33.3	0.0	29.3	0.0	0.0	0.0
LnGrp LOS	D	A	A	D	B	A	C	A	C	A	A	A
Approach Vol, veh/h		645			1841			287			0	
Approach Delay, s/veh		8.8			12.5			32.1			0.0	
Approach LOS		A			B			C				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.9	9.3	52.0		18.9	4.8	56.5				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 30	9.5	65.9		* 30	6.5	* 69				
Max Q Clear Time (g_c+I1), s		12.9	5.6	9.3		0.0	2.1	30.2				
Green Ext Time (p_c), s		1.3	0.0	4.3		0.0	0.0	21.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	76	2	24	222	55	39	162	119	16	53	41
Future Vol, veh/h	21	76	2	24	222	55	39	162	119	16	53	41
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	83	2	26	241	60	42	176	129	17	58	45
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.2	12.7	13.3	9.8
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	12%	21%	10%	0%	15%
Vol Thru, %	51%	77%	90%	0%	48%
Vol Right, %	37%	2%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	320	99	246	55	110
LT Vol	39	21	24	0	16
Through Vol	162	76	222	0	53
RT Vol	119	2	0	55	41
Lane Flow Rate	348	108	267	60	120
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.499	0.177	0.447	0.087	0.184
Departure Headway (Hd)	5.164	5.905	6.016	5.257	5.541
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	696	606	599	681	646
Service Time	3.202	3.953	3.753	2.994	3.591
HCM Lane V/C Ratio	0.5	0.178	0.446	0.088	0.186
HCM Control Delay	13.3	10.2	13.6	8.5	9.8
HCM Lane LOS	B	B	B	A	A
HCM 95th-tile Q	2.8	0.6	2.3	0.3	0.7

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	225	707	139	16	18
Future Vol, veh/h	15	225	707	139	16	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	274	862	170	20	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1032	0	-	0	1257	947
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	673	-	-	-	189	317
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	673	-	-	-	183	317
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	744	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	673	-	-	-	236
HCM Lane V/C Ratio	0.027	-	-	-	0.176
HCM Control Delay (s)	10.5	0	-	-	23.5
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	356	43	47	660	56	86
Future Vol, veh/h	356	43	47	660	56	86
Conflicting Peds, #/hr	0	7	0	0	0	31
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	387	47	51	717	61	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	441	0	879	255
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	461	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1115	-	287	744
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1108	-	263	717
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	555	-

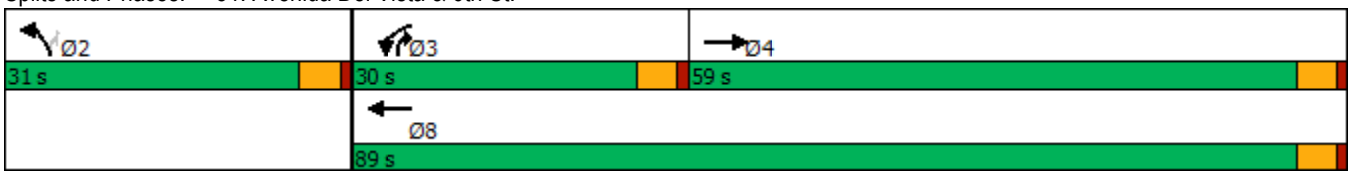
Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	427	-	-	1108	-
HCM Lane V/C Ratio	0.361	-	-	0.046	-
HCM Control Delay (s)	18.1	-	-	8.4	0.3
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	611	166	1436	212	224
Future Volume (vph)	611	166	1436	212	224
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	25.6	12.1	42.7	12.8	29.9
Actuated g/C Ratio	0.39	0.18	0.65	0.20	0.46
v/c Ratio	0.54	0.56	0.69	0.35	0.31
Control Delay	17.2	34.4	9.1	26.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	34.4	9.1	26.9	7.0
LOS	B	C	A	C	A
Approach Delay	17.2		11.7	16.7	
Approach LOS	B		B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	611	57	166	1436	212	224
Future Volume (veh/h)	611	57	166	1436	212	224
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	679	63	184	1596	236	249
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1500	139	232	2352	641	501
Arrive On Green	0.46	0.46	0.13	0.66	0.19	0.19
Sat Flow, veh/h	3377	304	1781	3647	3456	1585
Grp Volume(v), veh/h	367	375	184	1596	236	249
Grp Sat Flow(s),veh/h/ln	1777	1811	1781	1777	1728	1585
Q Serve(g_s), s	8.7	8.7	6.2	17.0	3.7	7.8
Cycle Q Clear(g_c), s	8.7	8.7	6.2	17.0	3.7	7.8
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	812	827	232	2352	641	501
V/C Ratio(X)	0.45	0.45	0.79	0.68	0.37	0.50
Avail Cap(c_a), veh/h	1568	1598	735	4868	1477	884
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	11.4	11.5	25.9	6.4	21.9	17.1
Incr Delay (d2), s/veh	0.4	0.4	2.3	0.3	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.1	2.6	4.3	1.4	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	11.8	28.3	6.7	22.3	17.9
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	742			1780	485	
Approach Delay, s/veh	11.8			9.0	20.0	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.1	12.6	32.8		45.4
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		9.8	8.2	10.7		19.0
Green Ext Time (p_c), s		1.6	0.2	5.4		21.8

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	38.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	124	47	71	197	178	18	184	33	98	165	55
Future Vol, veh/h	84	124	47	71	197	178	18	184	33	98	165	55
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	155	59	89	246	223	23	230	41	123	206	69
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

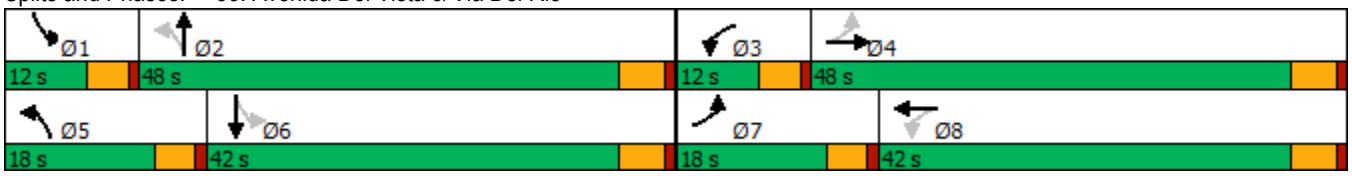
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	23.4	65.7	25.4	22.4
HCM LOS	C	F	D	C

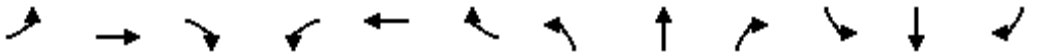
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	40%	0%	100%	0%	100%	0%
Vol Thru, %	0%	85%	60%	0%	0%	53%	0%	75%
Vol Right, %	0%	15%	0%	100%	0%	47%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	217	208	47	71	375	98	220
LT Vol	18	0	84	0	71	0	98	0
Through Vol	0	184	124	0	0	197	0	165
RT Vol	0	33	0	47	0	178	0	55
Lane Flow Rate	22	271	260	59	89	469	122	275
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.058	0.65	0.635	0.128	0.214	1.021	0.309	0.639
Departure Headway (Hd)	9.434	8.802	8.976	8.036	8.699	7.838	9.252	8.549
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	382	412	406	449	415	464	391	426
Service Time	7.134	6.502	6.676	5.736	6.399	5.538	6.952	6.249
HCM Lane V/C Ratio	0.058	0.658	0.64	0.131	0.214	1.011	0.312	0.646
HCM Control Delay	12.7	26.4	26	11.9	13.8	75.5	16	25.2
HCM Lane LOS	B	D	D	B	B	F	C	D
HCM 95th-tile Q	0.2	4.5	4.2	0.4	0.8	13.9	1.3	4.3

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	111	277	51	615	144	122	27	47
Future Volume (vph)	111	277	51	615	144	122	27	47
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	18.0	48.0	12.0	42.0	18.0	48.0	12.0	42.0
Total Split (%)	15.0%	40.0%	10.0%	35.0%	15.0%	40.0%	10.0%	35.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	35.1	29.0	27.6	21.2	28.5	24.4	19.2	12.9
Actuated g/C Ratio	0.48	0.39	0.38	0.29	0.39	0.33	0.26	0.18
v/c Ratio	0.35	0.24	0.12	0.70	0.44	0.33	0.08	0.67
Control Delay	14.3	17.0	12.3	28.3	20.8	21.6	17.4	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	17.0	12.3	28.3	20.8	21.6	17.4	18.0
LOS	B	B	B	C	C	C	B	B
Approach Delay		16.3		27.2		21.3		18.0
Approach LOS		B		C		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	277	28	51	615	36	144	122	58	27	47	234
Future Volume (veh/h)	111	277	28	51	615	36	144	122	58	27	47	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.99	0.99		0.93	0.99		0.99	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	301	25	55	668	37	157	133	49	29	51	166
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	1036	85	470	983	54	390	349	129	403	79	257
Arrive On Green	0.07	0.31	0.31	0.05	0.29	0.29	0.09	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	1781	3320	274	1781	3407	188	1781	1300	479	1781	382	1245
Grp Volume(v), veh/h	121	160	166	55	348	357	157	0	182	29	0	217
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1819	1781	0	1779	1781	0	1627
Q Serve(g_s), s	2.7	3.9	4.0	1.2	10.0	10.0	3.8	0.0	4.8	0.7	0.0	7.0
Cycle Q Clear(g_c), s	2.7	3.9	4.0	1.2	10.0	10.0	3.8	0.0	4.8	0.7	0.0	7.0
Prop In Lane	1.00		0.15	1.00		0.10	1.00		0.27	1.00		0.76
Lane Grp Cap(c), veh/h	341	554	567	470	513	525	390	0	477	403	0	336
V/C Ratio(X)	0.36	0.29	0.29	0.12	0.68	0.68	0.40	0.00	0.38	0.07	0.00	0.65
Avail Cap(c_a), veh/h	623	1322	1353	608	1137	1164	636	0	1324	574	0	1041
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	1.00
Uniform Delay (d), s/veh	13.6	15.0	15.0	13.0	18.1	18.1	15.4	0.0	17.2	17.0	0.0	21.0
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.0	1.6	1.6	0.2	0.0	0.5	0.0	0.0	2.1
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	0.9	1.4	1.5	0.4	3.8	3.9	1.4	0.0	1.8	0.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	15.3	15.3	13.1	19.7	19.7	15.6	0.0	17.7	17.0	0.0	23.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	C
Approach Vol, veh/h		447			760			339			246	
Approach Delay, s/veh		14.9			19.2			16.7			22.3	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	20.6	7.5	23.1	10.0	17.0	8.9	21.7
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	7.4	42.9	7.4	42.9	13.4	36.9	13.4	36.9
Max Q Clear Time (g_c+I1), s	2.7	6.8	3.2	6.0	5.8	9.0	4.7	12.0
Green Ext Time (p_c), s	0.0	1.1	0.0	1.9	0.1	1.3	0.1	4.4

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	228	9	31	283	84	16	49	22	84	21	24
Future Vol, veh/h	27	228	9	31	283	84	16	49	22	84	21	24
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	248	10	34	308	91	17	53	24	91	23	26
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	13.1	13.5	10.2	10.9
HCM LOS	B	B	B	B

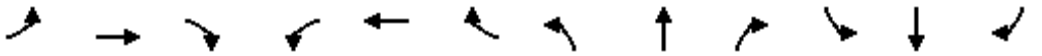
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	18%	11%	0%	10%	0%	65%
Vol Thru, %	56%	89%	0%	90%	0%	16%
Vol Right, %	25%	0%	100%	0%	100%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	255	9	314	84	129
LT Vol	16	27	0	31	0	84
Through Vol	49	228	0	283	0	21
RT Vol	22	0	9	0	84	24
Lane Flow Rate	95	277	10	341	91	140
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.157	0.451	0.014	0.539	0.125	0.234
Departure Headway (Hd)	5.985	5.852	5.089	5.687	4.928	6.004
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	598	615	703	635	727	597
Service Time	4.037	3.587	2.824	3.419	2.66	4.051
HCM Lane V/C Ratio	0.159	0.45	0.014	0.537	0.125	0.235
HCM Control Delay	10.2	13.3	7.9	14.9	8.4	10.9
HCM Lane LOS	B	B	A	B	A	B
HCM 95th-tile Q	0.6	2.3	0	3.2	0.4	0.9

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	350	21	201	443	296	364
Future Volume (vph)	350	21	201	443	296	364
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	46.0	46.0	46.0	20.0	74.0	54.0
Total Split (%)	38.3%	38.3%	38.3%	16.7%	61.7%	45.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	21.1	21.1	21.1	16.1	88.3	64.8
Actuated g/C Ratio	0.18	0.18	0.18	0.13	0.74	0.54
v/c Ratio	0.68	0.68	0.48	0.72	0.24	0.29
Control Delay	57.0	56.8	8.5	53.4	5.1	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	56.8	8.5	53.4	5.1	15.3
LOS	E	E	A	D	A	B
Approach Delay		39.9			34.1	15.3
Approach LOS		D			C	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	350	21	201	443	296	0	0	364	138
Future Volume (veh/h)	0	0	0	350	21	201	443	296	0	0	364	138
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				396	0	115	482	322	0	0	396	80
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				497	0	221	557	1422	0	0	1769	354
Arrive On Green				0.14	0.00	0.14	0.19	1.00	0.00	0.00	0.60	0.60
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	3044	591
Grp Volume(v), veh/h				396	0	115	482	322	0	0	237	239
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1764
Q Serve(g_s), s				12.9	0.0	8.1	11.2	0.0	0.0	0.0	7.4	7.5
Cycle Q Clear(g_c), s				12.9	0.0	8.1	11.2	0.0	0.0	0.0	7.4	7.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.33
Lane Grp Cap(c), veh/h				497	0	221	557	1422	0	0	1065	1058
V/C Ratio(X)				0.80	0.00	0.52	0.87	0.23	0.00	0.00	0.22	0.23
Avail Cap(c_a), veh/h				1188	0	528	586	1422	0	0	1065	1058
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.89	0.89	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	0.0	47.9	48.0	0.0	0.0	0.0	11.1	11.1
Incr Delay (d2), s/veh				3.0	0.0	1.9	10.6	0.3	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				6.0	0.0	3.3	4.9	0.1	0.0	0.0	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				53.0	0.0	49.8	58.7	0.3	0.0	0.0	11.6	11.6
LnGrp LOS				D	A	D	E	A	A	A	B	B
Approach Vol, veh/h					511			804			476	
Approach Delay, s/veh					52.2			35.3			11.6	
Approach LOS					D			D			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	97.3		19.3	78.0		22.7						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 69		14.0	48.0		40.0						
Max Q Clear Time (g_c+I1), s	2.0		13.2	9.5		14.9						
Green Ext Time (p_c), s	2.2		0.1	3.2		1.8						

Intersection Summary		
HCM 6th Ctrl Delay	33.8	
HCM 6th LOS	C	

Notes

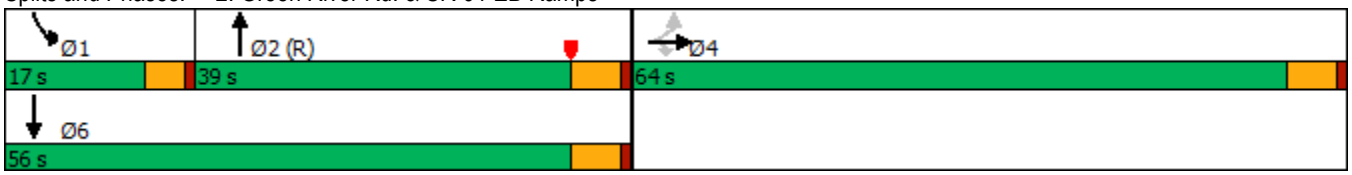
User approved volume balancing among the lanes for turning movement.

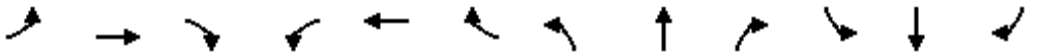
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	3	1520	565	171	543
Future Volume (vph)	3	1520	565	171	543
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	64.0	64.0	39.0	17.0	56.0
Total Split (%)	53.3%	53.3%	32.5%	14.2%	46.7%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	Max
Act Effct Green (s)	58.5	58.5	33.5	12.5	50.5
Actuated g/C Ratio	0.49	0.49	0.28	0.10	0.42
v/c Ratio	0.21	1.00	0.46	0.94	0.37
Control Delay	18.3	46.8	35.9	104.0	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	46.8	35.9	104.0	30.9
LOS	B	D	D	F	C
Approach Delay	43.9		35.9		48.4
Approach LOS	D		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 43.3	Intersection LOS: D
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	3	1520	0	0	0	0	565	72	171	543	0
Future Volume (veh/h)	173	3	1520	0	0	0	0	565	72	171	543	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	175	3	1075				0	571	46	173	548	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	740	13	1177				0	1661	133	186	1728	0
Arrive On Green	0.42	0.42	0.42				0.00	0.34	0.34	0.10	0.49	0.00
Sat Flow, veh/h	1753	30	2790				0	4989	385	1781	3647	0
Grp Volume(v), veh/h	178	0	1075				0	402	215	173	548	0
Grp Sat Flow(s),veh/h/ln	1783	0	1395				0	1702	1801	1781	1777	0
Q Serve(g_s), s	7.7	0.0	43.5				0.0	10.5	10.7	11.6	11.2	0.0
Cycle Q Clear(g_c), s	7.7	0.0	43.5				0.0	10.5	10.7	11.6	11.2	0.0
Prop In Lane	0.98		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	752	0	1177				0	1173	621	186	1728	0
V/C Ratio(X)	0.24	0.00	0.91				0.00	0.34	0.35	0.93	0.32	0.00
Avail Cap(c_a), veh/h	869	0	1360				0	1173	621	186	1728	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	0.92	0.92	0.00
Uniform Delay (d), s/veh	22.3	0.0	32.6				0.0	29.2	29.3	53.3	18.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	8.8				0.0	0.8	1.5	44.6	0.4	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	3.3	0.0	15.8				0.0	4.4	4.9	7.5	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	41.4				0.0	30.0	30.8	97.9	19.2	0.0
LnGrp LOS	C	A	D				A	C	C	F	B	A
Approach Vol, veh/h		1253						617			721	
Approach Delay, s/veh		38.7						30.3			38.1	
Approach LOS		D						C			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.0	46.9		56.1		63.9
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	12.5	33.5		58.5		50.5
Max Q Clear Time (g_c+I1), s	13.6	12.7		45.5		13.2
Green Ext Time (p_c), s	0.0	4.0		5.2		4.2

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	15	111	426	162	1629
Future Volume (vph)	15	111	426	162	1629
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	34.0	34.0	76.0	10.0	86.0
Total Split (%)	28.3%	28.3%	63.3%	8.3%	71.7%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	13.1	13.1	21.1	6.0	34.1
Actuated g/C Ratio	0.25	0.25	0.40	0.11	0.64
v/c Ratio	0.03	0.24	0.24	0.84	0.51
Control Delay	19.2	6.3	11.6	66.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	6.3	11.6	66.6	8.5
LOS	B	A	B	E	A
Approach Delay	7.8		11.6		13.7
Approach LOS	A		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 53	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	111	426	41	162	1629
Future Volume (veh/h)	15	111	426	41	162	1629
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	86	439	38	167	1679
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	269	239	1954	167	193	3106
Arrive On Green	0.15	0.15	0.41	0.41	0.11	0.61
Sat Flow, veh/h	1781	1585	4960	409	1781	5274
Grp Volume(v), veh/h	15	86	310	167	167	1679
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1797	1781	1702
Q Serve(g_s), s	0.4	2.4	3.0	3.0	4.6	9.6
Cycle Q Clear(g_c), s	0.4	2.4	3.0	3.0	4.6	9.6
Prop In Lane	1.00	1.00		0.23	1.00	
Lane Grp Cap(c), veh/h	269	239	1389	733	193	3106
V/C Ratio(X)	0.06	0.36	0.22	0.23	0.87	0.54
Avail Cap(c_a), veh/h	993	883	4791	2529	193	8210
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.1	19.0	9.6	9.6	21.9	5.7
Incr Delay (d2), s/veh	0.1	0.9	0.1	0.2	30.3	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	0.1	0.8	0.8	0.9	3.2	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	19.9	9.7	9.8	52.1	5.8
LnGrp LOS	B	B	A	A	D	A
Approach Vol, veh/h	101		477			1846
Approach Delay, s/veh	19.7		9.7			10.0
Approach LOS	B		A			B

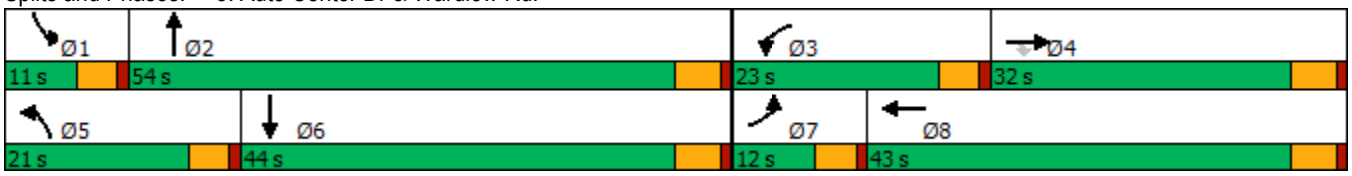
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	26.1			36.1	13.7
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	5.4	70.2			80.2	27.8
Max Q Clear Time (g_c+I1), s	6.6	5.0			11.6	4.4
Green Ext Time (p_c), s	0.0	3.0			18.8	0.2

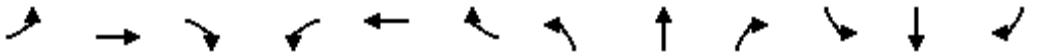
Intersection Summary		
HCM 6th Ctrl Delay	10.4	
HCM 6th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	30	12	154	151	3	153	557	13	894
Future Volume (vph)	30	12	154	151	3	153	557	13	894
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	12.0	32.0	32.0	23.0	43.0	21.0	54.0	11.0	44.0
Total Split (%)	10.0%	26.7%	26.7%	19.2%	35.8%	17.5%	45.0%	9.2%	36.7%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.2	12.5	12.5	12.9	26.1	12.9	49.4	5.6	33.4
Actuated g/C Ratio	0.07	0.14	0.14	0.14	0.28	0.14	0.54	0.06	0.36
v/c Ratio	0.28	0.05	0.44	0.66	0.04	0.67	0.35	0.13	0.79
Control Delay	52.8	39.1	8.4	53.5	15.3	54.3	14.2	51.1	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Total Delay	52.8	39.1	8.4	53.5	15.3	54.3	15.0	51.1	32.7
LOS	D	D	A	D	B	D	B	D	C
Approach Delay		17.2			49.3		22.9		33.0
Approach LOS		B			D		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	12	154	151	3	16	153	557	50	13	894	41
Future Volume (veh/h)	30	12	154	151	3	16	153	557	50	13	894	41
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	13	107	164	3	9	166	605	47	14	972	42
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	251	213	205	89	267	207	1548	120	30	1263	55
Arrive On Green	0.03	0.13	0.13	0.12	0.22	0.22	0.12	0.46	0.46	0.02	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	412	1236	1781	3341	259	1781	3470	150
Grp Volume(v), veh/h	33	13	107	164	0	12	166	321	331	14	498	516
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1648	1781	1777	1824	1781	1777	1843
Q Serve(g_s), s	1.3	0.4	4.5	6.4	0.0	0.4	6.5	8.5	8.5	0.6	17.7	17.7
Cycle Q Clear(g_c), s	1.3	0.4	4.5	6.4	0.0	0.4	6.5	8.5	8.5	0.6	17.7	17.7
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.14	1.00		0.08
Lane Grp Cap(c), veh/h	60	251	213	205	0	356	207	823	845	30	647	671
V/C Ratio(X)	0.55	0.05	0.50	0.80	0.00	0.03	0.80	0.39	0.39	0.46	0.77	0.77
Avail Cap(c_a), veh/h	184	701	594	457	0	871	407	1211	1243	159	964	1000
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	27.1	28.8	30.9	0.0	22.2	30.9	12.6	12.6	34.9	20.1	20.1
Incr Delay (d2), s/veh	2.9	0.1	1.8	2.7	0.0	0.0	2.8	0.3	0.3	4.1	2.2	2.1
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	1.8	2.8	0.0	0.2	2.8	3.1	3.1	0.3	7.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	27.2	30.7	33.7	0.0	22.3	33.7	12.9	12.9	39.0	22.3	22.3
LnGrp LOS	D	C	C	C	A	C	C	B	B	D	C	C
Approach Vol, veh/h		153			176			818			1028	
Approach Delay, s/veh		31.7			32.9			17.1			22.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	38.3	12.9	14.7	12.9	31.2	7.0	20.6
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	6.4	48.9	18.4	26.9	16.4	38.9	7.4	37.9
Max Q Clear Time (g_c+I1), s	2.6	10.5	8.4	6.5	8.5	19.7	3.3	2.4
Green Ext Time (p_c), s	0.0	4.3	0.2	0.3	0.1	6.4	0.0	0.0

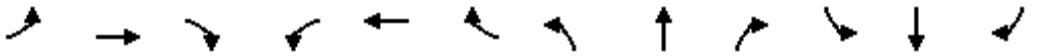
Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	436	0	95	193	665	657
Future Volume (vph)	436	0	95	193	665	657
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	21.2	21.2	21.2	20.0	58.8	38.8
Total Split (%)	26.5%	26.5%	26.5%	25.0%	73.5%	48.5%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	14.2	14.2	14.2	13.4	55.6	37.6
Actuated g/C Ratio	0.18	0.18	0.18	0.17	0.70	0.47
v/c Ratio	0.80	0.80	0.28	0.71	0.29	0.85
Control Delay	51.6	51.6	8.4	48.4	3.2	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.8
Total Delay	51.6	51.6	8.4	48.4	3.2	74.7
LOS	D	D	A	D	A	E
Approach Delay		43.9			13.3	74.7
Approach LOS		D			B	E

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 48.0	Intersection LOS: D
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	436	0	95	193	665	0	0	657	542
Future Volume (veh/h)	0	0	0	436	0	95	193	665	0	0	657	542
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				474	0	62	210	723	0	0	714	486
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				568	0	253	246	2534	0	0	1049	710
Arrive On Green				0.16	0.00	0.16	0.28	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h				3563	0	1585	1781	3647	0	0	2121	1372
Grp Volume(v), veh/h				474	0	62	210	723	0	0	625	575
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1623
Q Serve(g_s), s				10.3	0.0	2.7	8.9	0.0	0.0	0.0	21.0	21.2
Cycle Q Clear(g_c), s				10.3	0.0	2.7	8.9	0.0	0.0	0.0	21.0	21.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.85
Lane Grp Cap(c), veh/h				568	0	253	246	2534	0	0	919	839
V/C Ratio(X)				0.83	0.00	0.25	0.85	0.29	0.00	0.00	0.68	0.68
Avail Cap(c_a), veh/h				708	0	315	343	2534	0	0	919	839
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	0.60	0.60
Uniform Delay (d), s/veh				32.6	0.0	29.4	28.2	0.0	0.0	0.0	14.4	14.4
Incr Delay (d2), s/veh				5.8	0.0	0.2	11.6	0.2	0.0	0.0	2.5	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.6	0.0	1.0	3.9	0.1	0.0	0.0	8.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.4	0.0	29.6	39.8	0.2	0.0	0.0	16.8	17.2
LnGrp LOS				D	A	C	D	A	A	A	B	B
Approach Vol, veh/h					536			933			1200	
Approach Delay, s/veh					37.4			9.1			17.0	
Approach LOS					D			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	61.9		15.7	46.3		18.1						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	53.9		15.4	33.9		15.9						
Max Q Clear Time (g_c+I1), s	2.0		10.9	23.2		12.3						
Green Ext Time (p_c), s	3.5		0.2	4.2		0.4						

Intersection Summary		
HCM 6th Ctrl Delay	18.3	
HCM 6th LOS	B	

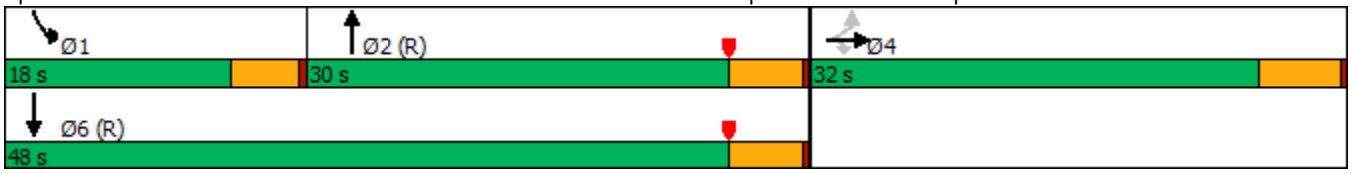
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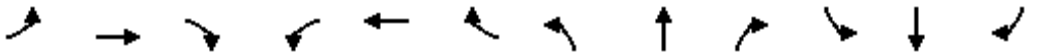
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	445	65	925	413	335	757
Future Volume (vph)	445	65	925	413	335	757
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	32.0	32.0	32.0	30.0	18.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	37.5%	22.5%	60.0%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	26.7	26.7	26.7	25.1	13.4	43.1
Actuated g/C Ratio	0.33	0.33	0.33	0.31	0.17	0.54
v/c Ratio	0.49	0.49	1.61	0.55	1.23	0.43
Control Delay	24.9	24.8	303.0	14.9	146.2	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	24.8	303.0	14.9	146.2	15.6
LOS	C	C	F	B	F	B
Approach Delay		204.1		14.9		55.7
Approach LOS		F		B		E

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 107.8	Intersection LOS: F
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	445	65	925	0	0	0	0	413	460	335	757	0
Future Volume (veh/h)	445	65	925	0	0	0	0	413	460	335	757	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	535	0	597				0	449	353	364	823	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1189	0	529				0	1068	490	298	1915	0
Arrive On Green	0.33	0.00	0.33				0.00	0.31	0.31	0.34	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1562	1781	3647	0
Grp Volume(v), veh/h	535	0	597				0	449	353	364	823	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1562	1781	1777	0
Q Serve(g_s), s	9.4	0.0	26.7				0.0	8.3	16.0	13.4	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	26.7				0.0	8.3	16.0	13.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1189	0	529				0	1068	490	298	1915	0
V/C Ratio(X)	0.45	0.00	1.13				0.00	0.42	0.72	1.22	0.43	0.00
Avail Cap(c_a), veh/h	1189	0	529				0	1068	490	298	1915	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.79	0.79	0.43	0.43	0.00
Uniform Delay (d), s/veh	20.9	0.0	26.6				0.0	21.7	24.3	26.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	79.6				0.0	1.0	7.1	111.7	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	3.8	0.0	21.1				0.0	3.3	6.5	13.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	106.2				0.0	22.7	31.4	138.3	0.3	0.0
LnGrp LOS	C	A	F				A	C	C	F	A	A
Approach Vol, veh/h		1132						802			1187	
Approach Delay, s/veh		65.9						26.5			42.6	
Approach LOS		E						C			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.0	30.0		32.0		48.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	13.4	25.1		26.7		43.1
Max Q Clear Time (g_c+I1), s	15.4	18.0		28.7		2.0
Green Ext Time (p_c), s	0.0	2.2		0.0		4.1

Intersection Summary		
HCM 6th Ctrl Delay		46.9
HCM 6th LOS		D

Notes

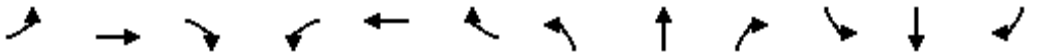
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	148	43	124	18	41	659	292	1306
Future Volume (vph)	148	43	124	18	41	659	292	1306
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	16.9	16.9	16.9	16.9	7.1	32.5	12.6	43.9
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.09	0.42	0.16	0.56
v/c Ratio	0.54	0.26	0.46	0.21	0.27	0.59	0.55	0.73
Control Delay	39.3	17.3	37.2	13.0	45.2	18.4	37.9	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.1
Total Delay	39.3	17.3	37.2	13.0	45.3	18.9	37.9	17.1
LOS	D	B	D	B	D	B	D	B
Approach Delay		30.2		27.5		20.2		20.7
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	43	61	124	18	65	41	659	157	292	1306	84
Future Volume (veh/h)	148	43	61	124	18	65	41	659	157	292	1306	84
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	45	55	129	19	52	43	686	161	304	1360	88
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	150	183	299	86	235	74	1314	308	420	1832	118
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.46	0.46	0.12	0.54	0.54
Sat Flow, veh/h	1329	765	935	1293	437	1197	1781	2848	668	3456	3384	218
Grp Volume(v), veh/h	154	0	100	129	0	71	43	428	419	304	712	736
Grp Sat Flow(s),veh/h/ln	1329	0	1700	1293	0	1634	1781	1777	1739	1728	1777	1825
Q Serve(g_s), s	7.2	0.0	3.3	6.2	0.0	2.4	1.5	11.1	11.1	5.5	20.0	20.2
Cycle Q Clear(g_c), s	9.6	0.0	3.3	9.4	0.0	2.4	1.5	11.1	11.1	5.5	20.0	20.2
Prop In Lane	1.00		0.55	1.00		0.73	1.00		0.38	1.00		0.12
Lane Grp Cap(c), veh/h	322	0	333	299	0	320	74	820	802	420	962	988
V/C Ratio(X)	0.48	0.00	0.30	0.43	0.00	0.22	0.58	0.52	0.52	0.72	0.74	0.74
Avail Cap(c_a), veh/h	823	0	974	786	0	936	339	1361	1332	976	1525	1566
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	22.4	26.4	0.0	22.0	30.7	12.4	12.4	27.6	11.4	11.5
Incr Delay (d2), s/veh	1.1	0.0	0.5	1.0	0.0	0.3	2.7	0.5	0.5	0.9	1.1	1.1
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	2.3	0.0	1.3	1.9	0.0	0.9	0.7	3.8	3.8	2.2	6.5	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	22.9	27.4	0.0	22.4	33.3	13.0	13.0	28.4	12.6	12.6
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		254			200			890			1752	
Approach Delay, s/veh		25.5			25.6			14.0			15.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	35.2		17.5	7.3	40.4		17.5				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	18.4	49.9		* 37	12.4	55.9		* 37				
Max Q Clear Time (g_c+I1), s	7.5	13.1		11.6	3.5	22.2		11.4				
Green Ext Time (p_c), s	0.4	6.1		1.1	0.0	13.1		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		16.4	
HCM 6th LOS		B	

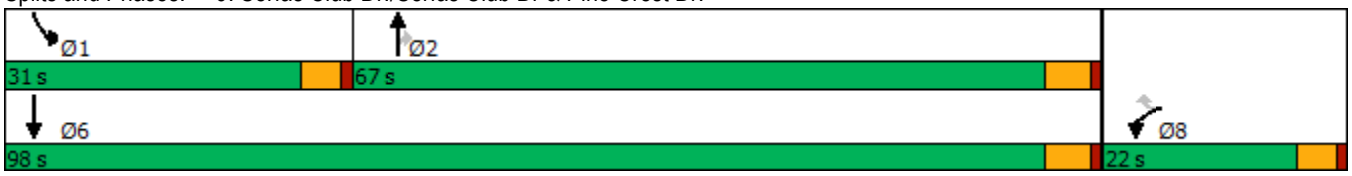
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	49	28	830	34	131	1360
Future Volume (vph)	49	28	830	34	131	1360
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	6.6	6.6	26.7	26.7	9.2	39.4
Actuated g/C Ratio	0.14	0.14	0.56	0.56	0.19	0.82
v/c Ratio	0.21	0.12	0.43	0.04	0.40	0.48
Control Delay	25.1	12.2	10.9	4.6	23.9	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	25.1	12.2	10.9	4.6	23.9	4.0
LOS	C	B	B	A	C	A
Approach Delay	20.4		10.6			5.7
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	49	28	830	34	131	1360
Future Volume (veh/h)	49	28	830	34	131	1360
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	29	856	34	135	1402
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	132	118	1639	715	177	2410
Arrive On Green	0.07	0.07	0.46	0.46	0.10	0.68
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	51	29	856	34	135	1402
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	1.1	0.7	6.7	0.5	2.9	8.2
Cycle Q Clear(g_c), s	1.1	0.7	6.7	0.5	2.9	8.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	132	118	1639	715	177	2410
V/C Ratio(X)	0.39	0.25	0.52	0.05	0.76	0.58
Avail Cap(c_a), veh/h	792	704	5618	2451	1201	8431
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	17.3	17.1	7.5	5.8	17.2	3.4
Incr Delay (d2), s/veh	0.7	0.4	0.3	0.0	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	1.6	0.1	1.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.0	17.5	7.7	5.8	19.8	3.6
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	80		890			1537
Approach Delay, s/veh	17.8		7.7			5.0
Approach LOS	B		A			A

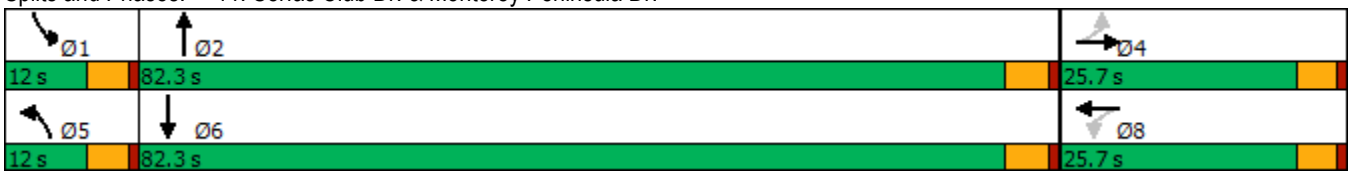
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.5	23.2			31.7	7.5
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9			92.9	17.4
Max Q Clear Time (g_c+I1), s	4.9	8.7			10.2	3.1
Green Ext Time (p_c), s	0.2	7.3			16.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	0	3	0	19	758	80	1231
Future Volume (vph)	76	0	3	0	19	758	80	1231
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	25.7	25.7	25.7	25.7	12.0	82.3	12.0	82.3
Total Split (%)	21.4%	21.4%	21.4%	21.4%	10.0%	68.6%	10.0%	68.6%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		12.1		12.1	5.9	73.0	7.3	80.6
Actuated g/C Ratio		0.11		0.11	0.06	0.68	0.07	0.75
v/c Ratio		0.45		0.15	0.21	0.33	0.69	0.99
Control Delay		25.7		4.6	54.9	7.6	78.0	38.4
Queue Delay		0.0		0.0	0.0	0.2	0.0	15.5
Total Delay		25.7		4.6	54.9	7.8	78.0	53.9
LOS		C		A	D	A	E	D
Approach Delay		25.7		4.6		9.0		55.3
Approach LOS		C		A		A		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 37.8	Intersection LOS: D
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	0	13	3	0	30	19	758	1	80	1231	98
Future Volume (veh/h)	76	0	13	3	0	30	19	758	1	80	1231	98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	0	3	3	0	21	20	790	1	83	1282	97
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	1	5	46	12	129	38	2585	3	106	1284	97
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	0.02	0.71	0.71	0.06	0.75	0.75
Sat Flow, veh/h	1388	14	53	74	126	1396	1781	3642	5	1781	1717	130
Grp Volume(v), veh/h	82	0	0	24	0	0	20	385	406	83	0	1379
Grp Sat Flow(s),veh/h/ln	1455	0	0	1595	0	0	1781	1777	1870	1781	0	1847
Q Serve(g_s), s	4.0	0.0	0.0	0.0	0.0	0.0	1.1	8.3	8.3	4.7	0.0	76.6
Cycle Q Clear(g_c), s	5.4	0.0	0.0	1.4	0.0	0.0	1.1	8.3	8.3	4.7	0.0	76.6
Prop In Lane	0.96		0.04	0.12		0.87	1.00		0.00	1.00		0.07
Lane Grp Cap(c), veh/h	203	0	0	186	0	0	38	1261	1327	106	0	1382
V/C Ratio(X)	0.40	0.00	0.00	0.13	0.00	0.00	0.53	0.31	0.31	0.79	0.00	1.00
Avail Cap(c_a), veh/h	359	0	0	362	0	0	128	1329	1398	128	0	1382
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	0.0	0.0	43.2	0.0	0.0	50.0	5.5	5.5	47.9	0.0	12.9
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	4.3	0.1	0.1	18.6	0.0	23.7
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	0.0	0.0	0.6	0.0	0.0	0.5	2.6	2.8	2.6	0.0	31.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	0.0	0.0	43.5	0.0	0.0	54.3	5.7	5.7	66.5	0.0	36.7
LnGrp LOS	D	A	A	D	A	A	D	A	A	E	A	D
Approach Vol, veh/h		82			24			811			1462	
Approach Delay, s/veh		46.1			43.5			6.9			38.4	
Approach LOS		D			D			A			D	

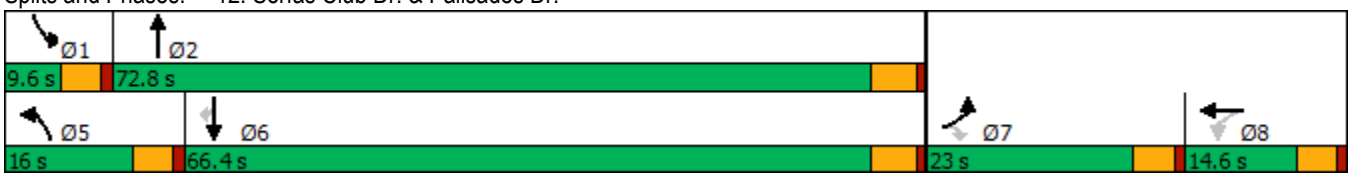
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	78.4		14.1	6.8	82.3		14.1				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	7.4	77.2		21.1	7.4	77.2		21.1				
Max Q Clear Time (g_c+I1), s	6.7	10.3		7.4	3.1	78.6		3.4				
Green Ext Time (p_c), s	0.0	5.6		0.3	0.0	0.0		0.1				

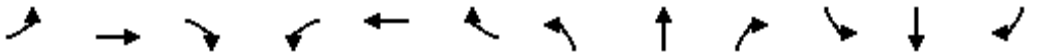
Intersection Summary			
HCM 6th Ctrl Delay		27.9	
HCM 6th LOS		C	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	327	49	9	452	1142	106		
Future Volume (vph)	327	49	9	452	1142	106		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	23.0	23.0	16.0	72.8	66.4	66.4	9.6	14.6
Total Split (%)	19.2%	19.2%	13.3%	60.7%	55.3%	55.3%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	13.8	13.8	5.3	63.5	61.6	61.6		
Actuated g/C Ratio	0.16	0.16	0.06	0.73	0.71	0.71		
v/c Ratio	0.63	0.14	0.08	0.18	0.90	0.10		
Control Delay	40.1	0.8	43.3	4.1	23.5	0.9		
Queue Delay	0.0	0.0	0.0	0.0	32.7	0.0		
Total Delay	40.1	0.8	43.3	4.1	56.2	0.9		
LOS	D	A	D	A	E	A		
Approach Delay				4.8	51.6			
Approach LOS				A	D			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 38.2	Intersection LOS: D
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	0	49	0	0	0	9	452	0	0	1142	106
Future Volume (veh/h)	327	0	49	0	0	0	9	452	0	0	1142	106
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	341	0	39	0	0	0	9	471	0	0	1190	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	0	0	0	2	0	20	2672	0	2	1280	1061
Arrive On Green	0.13	0.00	0.00	0.00	0.00	0.00	0.01	0.75	0.00	0.00	0.68	0.68
Sat Flow, veh/h	3456	341		0	-86037	0	1781	3647	0	1781	1870	1550
Grp Volume(v), veh/h	341	37.1		0	0	0	9	471	0	0	1190	98
Grp Sat Flow(s),veh/h/ln	1728	D		0	1870	0	1781	1777	0	1781	1870	1550
Q Serve(g_s), s	7.8			0.0	0.0	0.0	0.4	3.1	0.0	0.0	45.0	1.7
Cycle Q Clear(g_c), s	7.8			0.0	0.0	0.0	0.4	3.1	0.0	0.0	45.0	1.7
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	446			0	2	0	20	2672	0	2	1280	1061
V/C Ratio(X)	0.76			0.00	0.00	0.00	0.45	0.18	0.00	0.00	0.93	0.09
Avail Cap(c_a), veh/h	779			0	229	0	249	2949	0	109	1405	1165
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.3			0.0	0.0	0.0	40.1	2.9	0.0	0.0	11.2	4.3
Incr Delay (d2), s/veh	2.8			0.0	0.0	0.0	5.7	0.0	0.0	0.0	10.6	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
%ile BackOfQ(50%),veh/ln	3.2			0.0	0.0	0.0	0.2	0.7	0.0	0.0	17.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1			0.0	0.0	0.0	45.7	2.9	0.0	0.0	21.8	4.4
LnGrp LOS	D			A	A	A	D	A	A	A	C	A
Approach Vol, veh/h					0			480			1288	
Approach Delay, s/veh					0.0			3.7			20.4	
Approach LOS								A			C	

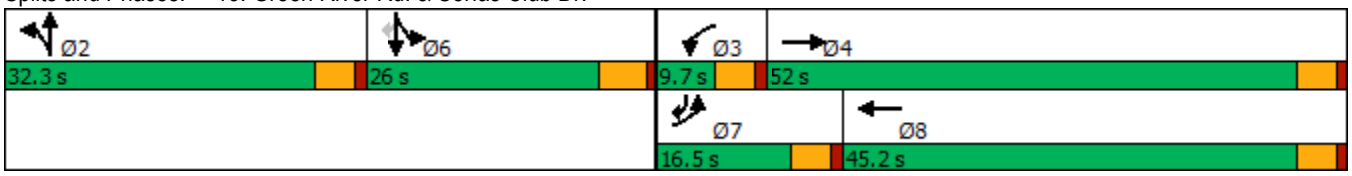
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	66.5			5.5	60.9	15.1	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	67.7			11.4	61.3	18.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	5.1			2.4	47.0	9.8	0.0				
Green Ext Time (p_c), s	0.0	3.4			0.0	8.8	0.8	0.0				

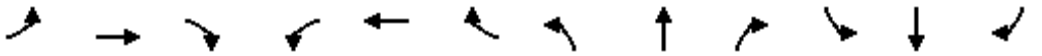
Intersection Summary			
HCM 6th Ctrl Delay		19.3	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	262	1765	22	781	22	720	56	326
Future Volume (vph)	262	1765	22	781	22	720	56	326
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	16.5	52.0	9.7	45.2	32.3	26.0	26.0	16.5
Total Split (%)	13.8%	43.3%	8.1%	37.7%	26.9%	21.7%	21.7%	13.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.1	50.1	5.1	37.9	12.8	21.2	21.2	37.5
Actuated g/C Ratio	0.11	0.51	0.05	0.38	0.13	0.21	0.21	0.38
v/c Ratio	0.70	1.02	0.25	0.77	0.22	1.11	1.10	0.42
Control Delay	55.1	53.9	57.0	32.2	33.1	120.9	115.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	53.9	57.0	32.2	33.1	120.9	115.6	4.7
LOS	E	D	E	C	C	F	F	A
Approach Delay		54.1		32.7	33.1		84.7	
Approach LOS		D		C	C		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 56.7	Intersection LOS: E
Intersection Capacity Utilization 93.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1765	16	22	781	212	15	22	15	720	56	326
Future Volume (veh/h)	262	1765	16	22	781	212	15	22	15	720	56	326
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	270	1820	14	23	805	193	15	23	9	783	0	205
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1767	14	42	1176	282	42	65	25	766	0	497
Arrive On Green	0.10	0.49	0.49	0.02	0.41	0.41	0.07	0.07	0.07	0.21	0.00	0.21
Sat Flow, veh/h	3456	3614	28	1781	2839	681	568	871	341	3563	0	1585
Grp Volume(v), veh/h	270	894	940	23	504	494	47	0	0	783	0	205
Grp Sat Flow(s),veh/h/ln	1728	1777	1865	1781	1777	1743	1781	0	0	1781	0	1585
Q Serve(g_s), s	7.4	47.3	47.3	1.2	22.4	22.4	2.4	0.0	0.0	20.8	0.0	9.9
Cycle Q Clear(g_c), s	7.4	47.3	47.3	1.2	22.4	22.4	2.4	0.0	0.0	20.8	0.0	9.9
Prop In Lane	1.00		0.01	1.00		0.39	0.32		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	340	868	912	42	736	722	132	0	0	766	0	497
V/C Ratio(X)	0.79	1.03	1.03	0.54	0.68	0.68	0.36	0.00	0.00	1.02	0.00	0.41
Avail Cap(c_a), veh/h	425	868	912	94	744	729	508	0	0	766	0	497
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	1.00
Uniform Delay (d), s/veh	42.7	24.7	24.7	46.7	23.2	23.2	42.6	0.0	0.0	38.0	0.0	26.2
Incr Delay (d2), s/veh	6.3	38.2	38.1	4.0	2.6	2.6	0.6	0.0	0.0	38.4	0.0	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	3.4	27.7	29.0	0.6	9.6	9.4	1.1	0.0	0.0	12.9	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	63.0	62.9	50.7	25.8	25.8	43.2	0.0	0.0	76.4	0.0	26.8
LnGrp LOS	D	F	F	D	C	C	D	A	A	F	A	C
Approach Vol, veh/h		2104			1021			47			988	
Approach Delay, s/veh		61.1			26.4			43.2			66.1	
Approach LOS		E			C			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.9	6.9	52.0		26.0	14.1	44.8				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 47		20.8	11.9	* 41				
Max Q Clear Time (g_c+I1), s		4.4	3.2	49.3		22.8	9.4	24.4				
Green Ext Time (p_c), s		0.1	0.0	0.0		0.0	0.1	6.1				

Intersection Summary												
HCM 6th Ctrl Delay			53.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	158	74	3	3	3
Future Vol, veh/h	7	158	74	3	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	8	172	80	3	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	83	0	-	0	270	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1514	-	-	-	719	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	715	978
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	844	-

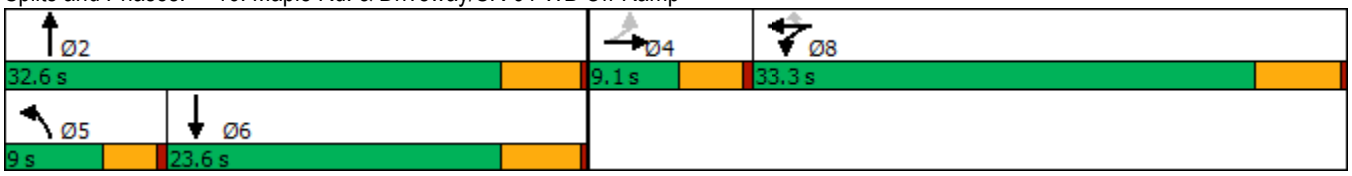
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.4
HCM LOS			A

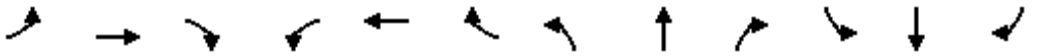
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1514	-	-	-	826
HCM Lane V/C Ratio	0.005	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	2	0	286	0	129	329	738	
Future Volume (vph)	2	0	286	0	129	329	738	
Turn Type	Perm	NA	Split	NA	Perm	NA	NA	
Protected Phases		4	8	8		2	6	5
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	2	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)	9.1	9.1	33.3	33.3	33.3	29.9	9.9	8.5
Total Split (s)	9.1	9.1	33.3	33.3	33.3	32.6	23.6	9.0
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	43.5%	31.5%	12%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	4.4	4.4	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.1	5.3	5.3	5.3	4.9	4.9	
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None
Act Effct Green (s)		5.2	10.9	10.9	10.9	28.8	28.8	
Actuated g/C Ratio		0.10	0.21	0.21	0.21	0.56	0.56	
v/c Ratio		0.04	0.44	0.44	0.32	0.18	0.41	
Control Delay		0.3	21.1	21.1	5.6	8.4	9.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		0.3	21.1	21.1	5.6	8.4	9.8	
LOS		A	C	C	A	A	A	
Approach Delay		0.3		16.3		8.4	9.8	
Approach LOS		A		B		A	A	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	9	286	0	129	0	329	0	0	738	0
Future Volume (veh/h)	2	0	9	286	0	129	0	329	0	0	738	0
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	2	0	9	311	0	92	0	358	0	0	802	0
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	4	0	19	485	0	216	4	1992	0	0	1992	0
Arrive On Green	0.01	0.00	0.01	0.14	0.00	0.14	0.00	0.56	0.00	0.00	0.56	0.00
Sat Flow, veh/h	294	0	1323	3563	0	1585	1781	3647	0	0	3741	0
Grp Volume(v), veh/h	11	0	0	311	0	92	0	358	0	0	802	0
Grp Sat Flow(s),veh/h/ln	1617	0	0	1781	0	1585	1781	1777	0	0	1777	0
Q Serve(g_s), s	0.3	0.0	0.0	4.1	0.0	2.6	0.0	2.4	0.0	0.0	6.3	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	4.1	0.0	2.6	0.0	2.4	0.0	0.0	6.3	0.0
Prop In Lane	0.18		0.82	1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	23	0	0	485	0	216	4	1992	0	0	1992	0
V/C Ratio(X)	0.48	0.00	0.00	0.64	0.00	0.43	0.00	0.18	0.00	0.00	0.40	0.00
Avail Cap(c_a), veh/h	164	0	0	2018	0	898	198	1992	0	0	1992	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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	24.2	0.0	0.0	20.2	0.0	19.6	0.0	5.3	0.0	0.0	6.2	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	0.5	0.0	0.5	0.0	0.2	0.0	0.0	0.6	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	0.0	0.0	1.4	0.0	0.8	0.0	0.6	0.0	0.0	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	0.0	20.7	0.0	20.1	0.0	5.5	0.0	0.0	6.8	0.0
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		11			403			358			802	
Approach Delay, s/veh		29.8			20.6			5.5			6.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.8	0.0	32.6		12.0				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		4.4		2.3	0.0	8.3		6.1				
Green Ext Time (p_c), s		1.5		0.0	0.0	2.8		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		10.2
HCM 6th LOS		B

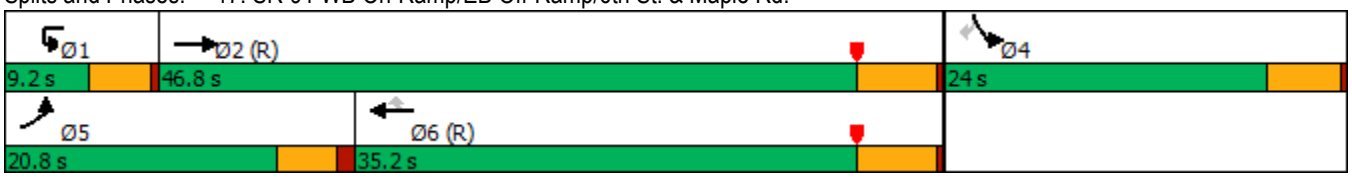
Notes

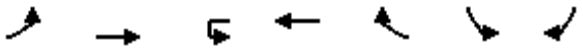
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	239	1710	585	90	698	335	
Future Volume (vph)	239	1710	585	90	698	335	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	20.8	46.8	35.2	35.2	24.0	24.0	9.2
Total Split (%)	26.0%	58.5%	44.0%	44.0%	30.0%	30.0%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	None
Act Effct Green (s)	14.9	50.7	31.2	31.2	19.1	19.1	
Actuated g/C Ratio	0.19	0.63	0.39	0.39	0.24	0.24	
v/c Ratio	0.79	0.83	0.46	0.15	0.93	0.56	
Control Delay	49.1	15.5	19.9	4.5	49.2	6.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.1	15.5	19.9	4.5	49.2	6.7	
LOS	D	B	B	A	D	A	
Approach Delay		19.6	17.8		35.4		
Approach LOS		B	B		D		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	239	1710	0	585	90	698	335
Future Volume (veh/h)	239	1710	0	585	90	698	335
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	260	1859		636	66	759	263
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	301	2252		1447	632	825	378
Arrive On Green	0.17	0.63		0.41	0.41	0.24	0.24
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	260	1859		636	66	759	263
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	11.4	32.1		10.3	2.1	17.1	12.1
Cycle Q Clear(g_c), s	11.4	32.1		10.3	2.1	17.1	12.1
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	301	2252		1447	632	825	378
V/C Ratio(X)	0.86	0.83		0.44	0.10	0.92	0.69
Avail Cap(c_a), veh/h	361	2252		1447	632	825	378
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.95	0.95	0.92	0.92
Uniform Delay (d), s/veh	32.3	11.3		17.1	14.7	29.7	27.8
Incr Delay (d2), s/veh	16.7	3.6		0.9	0.3	16.0	9.3
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	10.1		4.1	0.8	8.5	11.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	49.0	14.9		18.0	15.0	45.7	37.1
LnGrp LOS	D	B		B	B	D	D
Approach Vol, veh/h		2119		702		1022	
Approach Delay, s/veh		19.1		17.8		43.5	
Approach LOS		B		B		D	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		56.0		24.0	18.1	37.9	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		41.5		19.1	16.2	29.9	
Max Q Clear Time (g_c+I1), s		34.1		19.1	13.4	12.3	
Green Ext Time (p_c), s		5.0		0.0	0.2	2.7	

Intersection Summary		
HCM 6th Ctrl Delay	25.3	
HCM 6th LOS	C	

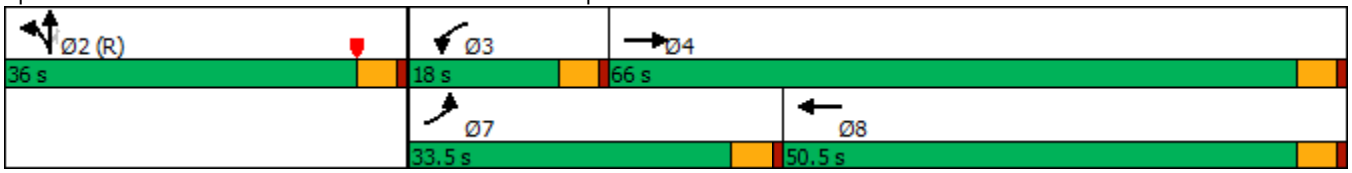
Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	247	1537	248	472	203	171	498
Future Volume (vph)	247	1537	248	472	203	171	498
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	33.5	66.0	18.0	50.5	36.0	36.0	36.0
Total Split (%)	27.9%	55.0%	15.0%	42.1%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	22.2	61.4	13.4	52.6	31.4	31.4	31.4
Actuated g/C Ratio	0.18	0.51	0.11	0.44	0.26	0.26	0.26
v/c Ratio	0.82	1.33	1.37	0.30	0.45	0.45	0.95
Control Delay	66.1	180.6	235.8	20.6	41.1	40.9	53.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.1	180.6	235.8	20.6	41.1	40.9	53.9
LOS	E	F	F	C	D	D	D
Approach Delay		168.9		83.7		48.3	
Approach LOS		F		F		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 125.9	Intersection LOS: F
Intersection Capacity Utilization 111.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1537	624	248	472	127	203	171	498	0	0	0
Future Volume (veh/h)	247	1537	624	248	472	127	203	171	498	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	268	1671	281	270	513	111	204	210	329			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	297	1560	254	199	1923	406	466	489	409			
Arrive On Green	0.17	0.51	0.51	0.11	0.46	0.46	0.26	0.26	0.26			
Sat Flow, veh/h	1781	3049	496	1781	4210	888	1781	1870	1563			
Grp Volume(v), veh/h	268	951	1001	270	412	212	204	210	329			
Grp Sat Flow(s),veh/h/ln	1781	1777	1769	1781	1702	1694	1781	1870	1563			
Q Serve(g_s), s	17.7	61.4	61.4	13.4	9.0	9.3	11.5	11.2	23.6			
Cycle Q Clear(g_c), s	17.7	61.4	61.4	13.4	9.0	9.3	11.5	11.2	23.6			
Prop In Lane	1.00		0.28	1.00		0.52	1.00		1.00			
Lane Grp Cap(c), veh/h	297	909	905	199	1555	774	466	489	409			
V/C Ratio(X)	0.90	1.05	1.11	1.36	0.27	0.27	0.44	0.43	0.80			
Avail Cap(c_a), veh/h	429	909	905	199	1555	774	466	489	409			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.40	0.40	0.40	0.96	0.96	0.96	1.00	1.00	1.00			
Uniform Delay (d), s/veh	49.1	29.3	29.3	53.3	20.1	20.2	36.9	36.8	41.4			
Incr Delay (d2), s/veh	6.2	32.3	55.0	188.9	0.1	0.2	3.0	2.7	15.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.3	32.6	38.2	16.4	3.5	3.7	5.4	5.6	10.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	61.6	84.3	242.2	20.2	20.4	39.9	39.6	56.8			
LnGrp LOS	E	F	F	F	C	C	D	D	E			
Approach Vol, veh/h		2220			894			743				
Approach Delay, s/veh		71.0			87.3			47.3				
Approach LOS		E			F			D				
Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		36.0	18.0	66.0			24.6	59.4				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		31.4	13.4	61.4			28.9	45.9				
Max Q Clear Time (g_c+I1), s		25.6	15.4	63.4			19.7	11.3				
Green Ext Time (p_c), s		1.1	0.0	0.0			0.3	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			70.2									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	65
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	216	61	31	302	649	159
Future Vol, veh/h	216	61	31	302	649	159
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	232	66	33	325	698	171
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	17.3	13.3	102.6
HCM LOS	C	B	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	24%	0%	78%	0%	0%
Vol Thru, %	76%	100%	0%	100%	0%
Vol Right, %	0%	0%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	132	201	277	649	159
LT Vol	31	0	216	0	0
Through Vol	101	201	0	649	0
RT Vol	0	0	61	0	159
Lane Flow Rate	142	216	298	698	171
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.264	0.396	0.532	1.195	0.259
Departure Headway (Hd)	6.983	6.862	6.819	6.167	5.454
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	518	528	533	593	662
Service Time	4.683	4.562	4.819	3.881	3.169
HCM Lane V/C Ratio	0.274	0.409	0.559	1.177	0.258
HCM Control Delay	12.2	14	17.3	125.2	10.1
HCM Lane LOS	B	B	C	F	B
HCM 95th-tile Q	1.1	1.9	3.1	24.7	1

Intersection	
Intersection Delay, s/veh	59.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	83	22	10	44	65	3	225	7	93	565	52
Future Vol, veh/h	43	83	22	10	44	65	3	225	7	93	565	52
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	88	23	11	47	69	3	239	7	99	601	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.9	11.9	13.4	93.2
HCM LOS	B	B	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	29%	8%	13%
Vol Thru, %	96%	56%	37%	80%
Vol Right, %	3%	15%	55%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	148	119	710
LT Vol	3	43	10	93
Through Vol	225	83	44	565
RT Vol	7	22	65	52
Lane Flow Rate	250	157	127	755
Geometry Grp	1	1	1	1
Degree of Util (X)	0.411	0.293	0.229	1.118
Departure Headway (Hd)	6.153	7.027	6.863	5.327
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	590	515	527	680
Service Time	4.153	5.027	4.863	3.356
HCM Lane V/C Ratio	0.424	0.305	0.241	1.11
HCM Control Delay	13.4	12.9	11.9	93.2
HCM Lane LOS	B	B	B	F
HCM 95th-tile Q	2	1.2	0.9	22.5

Intersection	
Intersection Delay, s/veh	35.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	43	4	61	31	151	3	105	68	471	132	15
Future Vol, veh/h	4	43	4	61	31	151	3	105	68	471	132	15
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	46	4	65	33	161	3	112	72	501	140	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	13.6	11.2	53
HCM LOS	B	B	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	8%	25%	76%
Vol Thru, %	60%	84%	13%	21%
Vol Right, %	39%	8%	62%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	51	243	618
LT Vol	3	4	61	471
Through Vol	105	43	31	132
RT Vol	68	4	151	15
Lane Flow Rate	187	54	259	657
Geometry Grp	1	1	1	1
Degree of Util (X)	0.297	0.104	0.431	0.98
Departure Headway (Hd)	5.719	6.924	5.997	5.364
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	521	597	677
Service Time	3.806	4.924	4.08	3.421
HCM Lane V/C Ratio	0.3	0.104	0.434	0.97
HCM Control Delay	11.2	10.7	13.6	53
HCM Lane LOS	B	B	B	F
HCM 95th-tile Q	1.2	0.3	2.2	14.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	9	3	160	162	36
Future Vol, veh/h	16	9	3	160	162	36
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	10	3	174	176	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	379	199	218	0	-	0
Stage 1	199	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	623	842	1352	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	618	840	1348	-	-	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	848	-	-	-	-	-

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)	1348	-	719	-	-
HCM Lane V/C Ratio	0.002	-	0.038	-	-
HCM Control Delay (s)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	169	30	116	221	30
Future Vol, veh/h	47	169	30	116	221	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	184	33	126	240	33
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	9.2	10.1
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	21%	22%	0%
Vol Thru, %	79%	0%	88%
Vol Right, %	0%	78%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	146	216	251
LT Vol	30	47	0
Through Vol	116	0	221
RT Vol	0	169	30
Lane Flow Rate	159	235	273
Geometry Grp	1	1	1
Degree of Util (X)	0.213	0.294	0.349
Departure Headway (Hd)	4.837	4.507	4.599
Convergence, Y/N	Yes	Yes	Yes
Cap	738	794	780
Service Time	2.89	2.551	2.646
HCM Lane V/C Ratio	0.215	0.296	0.35
HCM Control Delay	9.2	9.4	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.8	1.2	1.6

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	108	0	93	0	122	147	171	183	0
Future Vol, veh/h	0	1	0	108	0	93	0	122	147	171	183	0
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	0	117	0	101	0	133	160	186	199	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

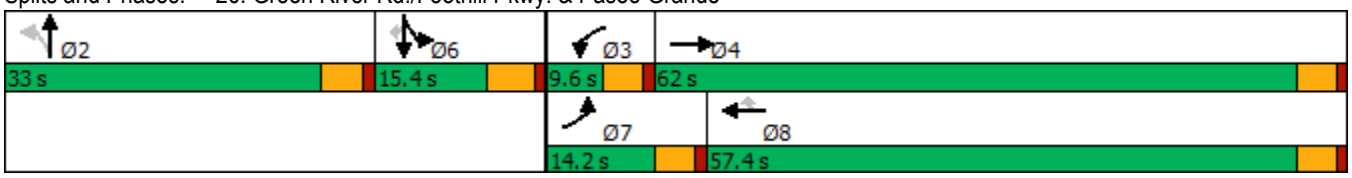
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	10.1	10.7	10.6	20.5
HCM LOS	B	B	B	C

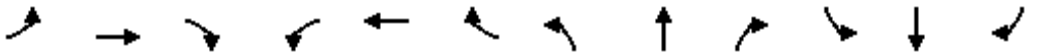
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	48%
Vol Thru, %	100%	0%	100%	0%	100%	0%	52%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	147	1	108	0	93	354
LT Vol	0	0	0	108	0	0	171
Through Vol	122	0	1	0	0	0	183
RT Vol	0	147	0	0	0	93	0
Lane Flow Rate	133	160	1	117	0	101	385
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	0.232	0.249	0.002	0.227	0	0.161	0.665
Departure Headway (Hd)	6.31	5.602	7.326	6.957	6.45	5.739	6.226
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	641	487	515	0	624	581
Service Time	4.052	3.343	5.095	4.702	4.194	3.482	3.962
HCM Lane V/C Ratio	0.234	0.25	0.002	0.227	0	0.162	0.663
HCM Control Delay	11	10.2	10.1	11.7	9.2	9.6	20.5
HCM Lane LOS	B	B	B	B	N	A	C
HCM 95th-tile Q	0.9	1	0	0.9	0	0.6	4.9

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	255	1903	1	853	45	1	0	78	0	317
Future Volume (vph)	255	1903	1	853	45	1	0	78	0	317
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8			2	6	6	
Permitted Phases					8	2				6
Detector Phase	7	4	3	8	8	2	2	6	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	10.0
Minimum Split (s)	9.6	21.7	9.6	32.7	32.7	31.7	31.7	15.4	15.4	15.4
Total Split (s)	14.2	62.0	9.6	57.4	57.4	33.0	33.0	15.4	15.4	15.4
Total Split (%)	11.8%	51.7%	8.0%	47.8%	47.8%	27.5%	27.5%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	3.7	4.4	4.4	4.4
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
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7		4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.9	59.0	5.2	45.8	45.8		12.8	10.3	10.3	10.3
Actuated g/C Ratio	0.12	0.69	0.06	0.53	0.53		0.15	0.12	0.12	0.12
v/c Ratio	0.65	0.79	0.01	0.46	0.05		0.00	0.37	0.27	0.27
Control Delay	47.1	15.7	46.0	14.8	0.1		33.0	44.5	1.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	47.1	15.7	46.0	14.8	0.1		33.0	44.5	1.1	1.1
LOS	D	B	D	B	A		C	D	A	A
Approach Delay		19.5		14.1			33.0		9.7	
Approach LOS		B		B			C		A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	1903	3	1	853	45	1	0	0	78	0	317
Future Volume (veh/h)	255	1903	3	1	853	45	1	0	0	78	0	317
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	1922	3	1	862	44	1	0	0	79	0	214
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	2303	4	2	1903	849	5	0	0	220	0	391
Arrive On Green	0.10	0.63	0.63	0.00	0.54	0.54	0.00	0.00	0.00	0.12	0.00	0.12
Sat Flow, veh/h	3456	3640	6	1781	3554	1585	1781	0	0	1781	0	3170
Grp Volume(v), veh/h	258	938	987	1	862	44	1	0	0	79	0	214
Grp Sat Flow(s),veh/h/ln	1728	1777	1869	1781	1777	1585	1781	0	0	1781	0	1585
Q Serve(g_s), s	5.9	33.2	33.3	0.0	12.0	1.1	0.0	0.0	0.0	3.3	0.0	5.1
Cycle Q Clear(g_c), s	5.9	33.2	33.3	0.0	12.0	1.1	0.0	0.0	0.0	3.3	0.0	5.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1124	1182	2	1903	849	5	0	0	220	0	391
V/C Ratio(X)	0.76	0.83	0.83	0.41	0.45	0.05	0.20	0.00	0.00	0.36	0.00	0.55
Avail Cap(c_a), veh/h	410	1259	1324	110	2315	1033	623	0	0	220	0	392
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	1.00
Uniform Delay (d), s/veh	35.5	11.6	11.6	40.4	11.5	9.0	40.2	0.0	0.0	32.5	0.0	33.3
Incr Delay (d2), s/veh	5.1	4.6	4.4	36.0	0.2	0.0	19.4	0.0	0.0	1.0	0.0	1.6
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	2.7	12.1	12.7	0.0	4.3	0.3	0.0	0.0	0.0	1.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	16.1	15.9	76.3	11.7	9.0	59.6	0.0	0.0	33.5	0.0	34.9
LnGrp LOS	D	B	B	E	B	A	E	A	A	C	A	C
Approach Vol, veh/h		2183			907			1			293	
Approach Delay, s/veh		18.9			11.6			59.6			34.5	
Approach LOS		B			B			E			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.7	55.9		15.4	12.6	48.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.0	* 57		10.0	9.6	* 53				
Max Q Clear Time (g_c+I1), s		2.0	2.0	35.3		7.1	7.9	14.0				
Green Ext Time (p_c), s		0.0	0.0	15.9		0.3	0.1	7.6				

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

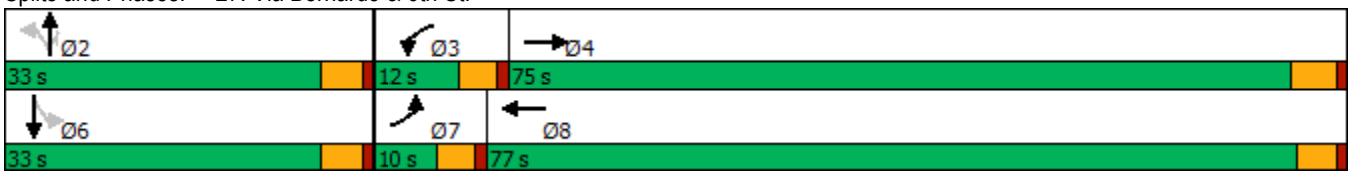
Notes

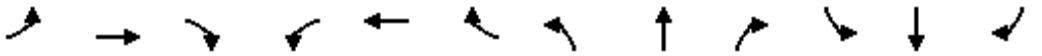
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	3	1870	138	771	105	0	108	
Future Volume (vph)	3	1870	138	771	105	0	108	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	10.0	75.0	12.0	77.0	33.0	33.0	33.0	33.0
Total Split (%)	8.3%	62.5%	10.0%	64.2%	27.5%	27.5%	27.5%	28%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.1	70.1	7.5	80.7		15.2	15.2	
Actuated g/C Ratio	0.05	0.65	0.07	0.75		0.14	0.14	
v/c Ratio	0.04	1.02	1.21	0.31		0.57	0.39	
Control Delay	52.7	43.5	192.8	5.8		54.0	17.5	
Queue Delay	0.0	11.8	0.0	0.0		0.0	0.0	
Total Delay	52.7	55.3	192.8	5.8		54.0	17.5	
LOS	D	E	F	A		D	B	
Approach Delay		55.3		34.2		35.5		
Approach LOS		E		C		D		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 48.1	Intersection LOS: D
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1870	252	138	771	0	105	0	108	0	0	0
Future Volume (veh/h)	3	1870	252	138	771	0	105	0	108	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	2033	265	150	838	0	114	0	112	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	2155	275	131	2665	0	221	0	168	0	199	0
Arrive On Green	0.00	0.68	0.68	0.07	0.75	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	3167	403	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	3	1120	1178	150	838	0	114	0	112	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1794	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.2	55.6	62.6	7.5	7.9	0.0	8.0	0.0	6.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	55.6	62.6	7.5	7.9	0.0	8.0	0.0	6.9	0.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	7	1209	1221	131	2665	0	221	0	168	0	199	0
V/C Ratio(X)	0.42	0.93	0.97	1.15	0.31	0.00	0.52	0.00	0.66	0.00	0.00	0.00
Avail Cap(c_a), veh/h	96	1215	1226	131	2665	0	463	0	439	0	518	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	50.8	14.1	15.2	47.4	4.2	0.0	44.4	0.0	43.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	14.0	12.0	17.9	124.0	0.1	0.0	1.9	0.0	4.4	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	22.1	26.6	7.8	2.3	0.0	2.9	0.0	2.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	26.1	33.1	171.3	4.3	0.0	46.3	0.0	48.4	0.0	0.0	0.0
LnGrp LOS	E	C	C	F	A	A	D	A	D	A	A	A
Approach Vol, veh/h		2301			988			226			0	
Approach Delay, s/veh		29.8			29.6			47.3			0.0	
Approach LOS		C			C			D				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.6	12.0	74.7		15.6	4.9	81.8				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 28	7.5	69.9		* 28	5.5	* 72				
Max Q Clear Time (g_c+I1), s		10.0	9.5	64.6		0.0	2.2	9.9				
Green Ext Time (p_c), s		0.9	0.0	5.0		0.0	0.0	7.4				

Intersection Summary		
HCM 6th Ctrl Delay		30.9
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	154	6	10	124	71	7	49	9	191	234	45
Future Vol, veh/h	17	154	6	10	124	71	7	49	9	191	234	45
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	167	7	11	135	77	8	53	10	208	254	49
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	12.1	10.9	9.9	22.8
HCM LOS	B	B	A	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	10%	7%	0%	41%
Vol Thru, %	75%	87%	93%	0%	50%
Vol Right, %	14%	3%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	177	134	71	470
LT Vol	7	17	10	0	191
Through Vol	49	154	124	0	234
RT Vol	9	6	0	71	45
Lane Flow Rate	71	192	146	77	511
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.118	0.326	0.265	0.124	0.753
Departure Headway (Hd)	5.988	6.091	6.553	5.802	5.307
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	595	589	546	615	679
Service Time	4.061	4.155	4.317	3.566	3.352
HCM Lane V/C Ratio	0.119	0.326	0.267	0.125	0.753
HCM Control Delay	9.9	12.1	11.7	9.4	22.8
HCM Lane LOS	A	B	B	A	C
HCM 95th-tile Q	0.4	1.4	1.1	0.4	6.9

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	510	288	28	36	6
Future Vol, veh/h	9	510	288	28	36	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	10	554	313	30	39	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	343	0	-	0	902	328
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	574	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1216	-	-	-	308	713
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1216	-	-	-	304	713
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	563	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1216	-	-	-	331
HCM Lane V/C Ratio	0.008	-	-	-	0.138
HCM Control Delay (s)	8	0	-	-	17.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	577	66	44	212	33	30
Future Vol, veh/h	577	66	44	212	33	30
Conflicting Peds, #/hr	0	6	0	0	0	39
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	627	72	48	230	36	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	705	0	880	395
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	889	-	287	604
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	884	-	267	578
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	754	-

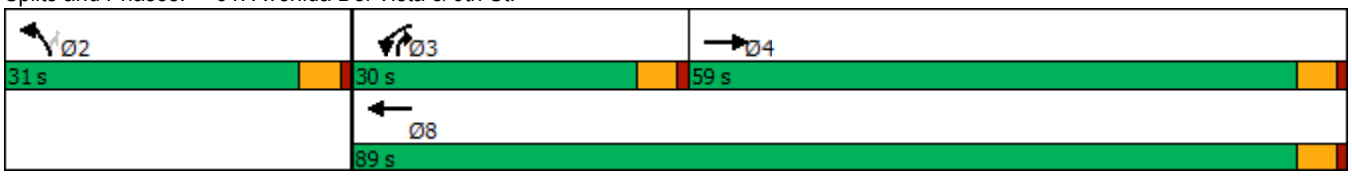
Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	884	-
HCM Lane V/C Ratio	0.191	-	-	0.054	-
HCM Control Delay (s)	17.4	-	-	9.3	0.2
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1684	215	692	159	176
Future Volume (vph)	1684	215	692	159	176
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	54.8	16.6	76.1	12.5	33.9
Actuated g/C Ratio	0.56	0.17	0.78	0.13	0.35
v/c Ratio	1.03	0.75	0.26	0.38	0.33
Control Delay	52.6	54.9	3.7	42.3	24.0
Queue Delay	27.4	0.0	0.0	0.0	0.0
Total Delay	80.0	54.9	3.7	42.3	24.0
LOS	E	D	A	D	C
Approach Delay	80.0		15.8	32.7	
Approach LOS	E		B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 56.6	Intersection LOS: E
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1684	246	215	692	159	176
Future Volume (veh/h)	1684	246	215	692	159	176
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1754	256	224	721	166	183
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1803	257	261	2746	440	434
Arrive On Green	0.58	0.58	0.15	0.77	0.13	0.13
Sat Flow, veh/h	3216	445	1781	3647	3456	1585
Grp Volume(v), veh/h	979	1031	224	721	166	183
Grp Sat Flow(s),veh/h/ln	1777	1790	1781	1777	1728	1585
Q Serve(g_s), s	48.8	53.9	11.5	5.4	4.1	8.9
Cycle Q Clear(g_c), s	48.8	53.9	11.5	5.4	4.1	8.9
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1026	1034	261	2746	440	434
V/C Ratio(X)	0.95	1.00	0.86	0.26	0.38	0.42
Avail Cap(c_a), veh/h	1026	1034	481	3186	967	675
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.7	19.8	39.2	3.0	37.6	28.0
Incr Delay (d2), s/veh	18.1	27.2	3.2	0.1	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	27.6	5.2	1.4	1.8	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.8	46.9	42.4	3.1	38.1	28.7
LnGrp LOS	D	D	D	A	D	C
Approach Vol, veh/h	2010			945	349	
Approach Delay, s/veh	42.0			12.4	33.2	
Approach LOS	D			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.7	18.4	59.0		77.4
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		10.9	13.5	55.9		7.4
Green Ext Time (p_c), s		1.0	0.2	0.0		6.1

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	205	31	15	119	123	15	172	9	216	225	62
Future Vol, veh/h	40	205	31	15	119	123	15	172	9	216	225	62
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	223	34	16	129	134	16	187	10	235	245	67
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

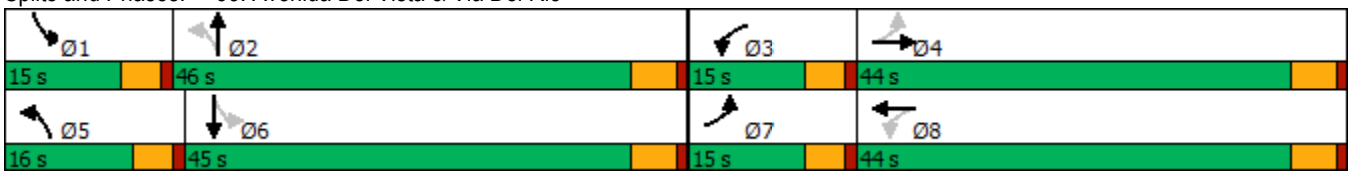
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	19.1	17.8	15.7	19.1
HCM LOS	C	C	C	C

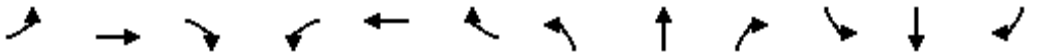
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	16%	0%	100%	0%	100%	0%
Vol Thru, %	0%	95%	84%	0%	0%	49%	0%	78%
Vol Right, %	0%	5%	0%	100%	0%	51%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	181	245	31	15	242	216	287
LT Vol	15	0	40	0	15	0	216	0
Through Vol	0	172	205	0	0	119	0	225
RT Vol	0	9	0	31	0	123	0	62
Lane Flow Rate	16	197	266	34	16	263	235	312
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.037	0.422	0.569	0.064	0.037	0.534	0.5	0.606
Departure Headway (Hd)	8.271	7.72	7.688	6.885	8.19	7.309	7.661	6.994
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	464	469	519	436	492	470	515
Service Time	6.043	5.491	5.451	4.647	5.953	5.072	5.421	4.754
HCM Lane V/C Ratio	0.037	0.425	0.567	0.066	0.037	0.535	0.5	0.606
HCM Control Delay	11.4	16.1	20.2	10.1	11.3	18.2	17.9	20
HCM Lane LOS	B	C	C	B	B	C	C	C
HCM 95th-tile Q	0.1	2.1	3.5	0.2	0.1	3.1	2.7	4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	399	44	200	59	98	58	122
Future Volume (vph)	30	399	44	200	59	98	58	122
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	15.0	44.0	15.0	44.0	16.0	46.0	15.0	45.0
Total Split (%)	12.5%	36.7%	12.5%	36.7%	13.3%	38.3%	12.5%	37.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	19.4	16.0	20.3	17.9	17.9	14.0	17.7	13.9
Actuated g/C Ratio	0.37	0.31	0.39	0.34	0.34	0.27	0.34	0.27
v/c Ratio	0.07	0.51	0.12	0.22	0.13	0.34	0.13	0.38
Control Delay	11.6	18.8	11.8	14.7	12.5	19.5	12.5	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	18.8	11.8	14.7	12.5	19.5	12.5	21.0
LOS	B	B	B	B	B	B	B	C
Approach Delay		18.4		14.3		17.6		18.8
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 48.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	399	101	44	200	43	59	98	54	58	122	49
Future Volume (veh/h)	30	399	101	44	200	43	59	98	54	58	122	49
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	434	106	48	217	47	64	107	58	63	133	49
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	718	174	346	775	165	417	248	134	429	282	104
Arrive On Green	0.04	0.25	0.25	0.05	0.27	0.27	0.06	0.22	0.22	0.06	0.22	0.22
Sat Flow, veh/h	1781	2836	687	1781	2916	619	1781	1141	618	1781	1304	480
Grp Volume(v), veh/h	33	271	269	48	131	133	64	0	165	63	0	182
Grp Sat Flow(s),veh/h/ln	1781	1777	1747	1781	1777	1759	1781	0	1759	1781	0	1784
Q Serve(g_s), s	0.6	6.2	6.3	0.9	2.7	2.8	1.2	0.0	3.7	1.2	0.0	4.1
Cycle Q Clear(g_c), s	0.6	6.2	6.3	0.9	2.7	2.8	1.2	0.0	3.7	1.2	0.0	4.1
Prop In Lane	1.00		0.39	1.00		0.35	1.00		0.35	1.00		0.27
Lane Grp Cap(c), veh/h	451	450	442	346	472	467	417	0	382	429	0	386
V/C Ratio(X)	0.07	0.60	0.61	0.14	0.28	0.29	0.15	0.00	0.43	0.15	0.00	0.47
Avail Cap(c_a), veh/h	786	1496	1471	658	1496	1481	749	0	1557	723	0	1541
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	1.00
Uniform Delay (d), s/veh	11.9	15.2	15.2	12.0	13.4	13.5	12.7	0.0	15.6	12.7	0.0	15.8
Incr Delay (d2), s/veh	0.0	1.3	1.4	0.1	0.3	0.3	0.1	0.0	0.8	0.1	0.0	0.9
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	2.2	2.2	0.3	0.9	1.0	0.4	0.0	1.3	0.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	16.5	16.6	12.1	13.8	13.8	12.8	0.0	16.4	12.8	0.0	16.7
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		573			312			229			245	
Approach Delay, s/veh		16.3			13.5			15.4			15.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	15.1	6.9	16.8	7.4	15.1	6.3	17.4
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	40.9	10.4	38.9	11.4	39.9	10.4	38.9
Max Q Clear Time (g_c+I1), s	3.2	5.7	2.9	8.3	3.2	6.1	2.6	4.8
Green Ext Time (p_c), s	0.0	1.0	0.0	3.4	0.0	1.1	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

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	18	181	16	21	196	36	1	22	19	49	43	25
Future Vol, veh/h	18	181	16	21	196	36	1	22	19	49	43	25
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	197	17	23	213	39	1	24	21	53	47	27
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10.3	10.3	8.5	9.4
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	2%	9%	0%	10%	0%	42%
Vol Thru, %	52%	91%	0%	90%	0%	37%
Vol Right, %	45%	0%	100%	0%	100%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	199	16	217	36	117
LT Vol	1	18	0	21	0	49
Through Vol	22	181	0	196	0	43
RT Vol	19	0	16	0	36	25
Lane Flow Rate	46	216	17	236	39	127
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.065	0.318	0.022	0.344	0.049	0.183
Departure Headway (Hd)	5.101	5.287	4.536	5.252	4.498	5.187
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	696	677	783	682	790	688
Service Time	3.178	3.048	2.297	3.011	2.257	3.251
HCM Lane V/C Ratio	0.066	0.319	0.022	0.346	0.049	0.185
HCM Control Delay	8.5	10.5	7.4	10.8	7.5	9.4
HCM Lane LOS	A	B	A	B	A	A
HCM 95th-tile Q	0.2	1.4	0.1	1.5	0.2	0.7

APPENDIX 7.2: HORIZON YEAR (2040) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 7.2 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Green River Rd. & SR-91 WB Ramps	TS	Delay:	49.1	29.6	--	**61.8**	**53.6**	0.1	0.0	0.0	29.4	29.8	--	--	--	**56.5**	0.0	**66.5**
			LOS:	D	C		**E**	**F**	A	A	A	C	C				**E**	A	**E**
2	Green River Rd. & SR-91 EB Ramps	TS	Delay:	14.8	**153.1**	**56.3**	--	0.0	14.0	16.2	**>200.0**	2.3	0.0	**58.7**	0.0	**54.6**	--	--	--
			LOS:	B	**F**	**E**		A	B	B	**F**	A	A	**E**	A	**D**			
3	Green River Rd. & Palisades Dr.	TS	Delay:	13.5	12.0	--	27.7	--	13.0	14.3	34.7	3.5	--	--	--	--	25.5	--	28.2
			LOS:	B	B		C		B	B	C	A					C		C
4	Driveway 1 & Frontage Rd.	CSS	Delay:	9.3	--	0.0	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A															
5	Auto Center Dr. & Wardlow Rd.	TS	Delay:	12.2	14.4	24.2	24.3	25.3	10.3	10.4	27.5	14.2	14.2	31.9	20.3	20.7	25.5	0.0	17.7
			LOS:	B	B	C	C	C	B	B	C	B	B	C	C	C	C	A	B
6	Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	34.8	50.4	--	**67.7**	**63.4**	0.1	0.0	0.0	25.5	**65.6**	--	--	--	**76.6**	**70.1**	36.6
			LOS:	C	D		**E**	**F**	A	A	A	C	**F**				**E**	**E**	D
7	Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	15.0	5.0	50.2	--	0.0	13.3	17.7	37.0	0.0	0.0	25.9	0.0	**76.1**	--	--	--
			LOS:	B	A	D		A	B	B	D	A	A	C	A	**F**			
8	Serfas Club Dr. & Frontage Rd.	TS	Delay:	21.5	18.2	26.5	27.3	42.8	20.3	20.3	38.2	14.0	14.0	28.9	0.0	20.8	29.8	0.0	22.7
			LOS:	C	B	C	C	D	C	C	D	B	B	C	A	C	C	A	C
9	Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	13.2	9.3	--	27.6	--	13.4	8.9	30.0	3.8	--	--	--	--	27.3	--	27.9
			LOS:	B	A		C		B	A	C	A					C		C
10	Driveway 2 & Pine Crest Dr.	CSS	Delay:	13.6	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	7.9	11.9	24.3	23.0	37.7	7.7	7.7	33.2	0.0	11.6	24.3	0.0	0.0	23.0	0.0	0.0
			LOS:	A	B	C	C	D	A	A	C	A	B	C	A	A	C	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	Delay:	6.6	11.4	--	0.0	21.1	6.0	0.0	0.0	10.9	11.9	13.7	--	--	0.0	0.0	0.0
			LOS:	A	B			C	A	A	A	A	B	B			A	A	A
13	Serfas Club Dr. & Green River Rd.	TS	Delay:	45.2	40.3	**55.2**	**83.2**	45.2	0.0	0.0	43.8	0.0	36.8	**123.9**	9.7	9.7	53.7	**74.9**	**91.6**
			LOS:	D	D	**E**	**F**	D	A	A	D	A	D	**F**	A	A	D	**F**	**F**
14	Driveway 3 & Frontage Rd.	CSS	Delay:	12.9	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A															
15	Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	12.6	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		B														
16	Maple St. & SR-91 WB Off-Ramp	TS	Delay:	5.1	7.0	31.4	20.8	27.5	4.5	0.0	0.0	7.0	7.0	31.4	0.0	0.0	19.7	0.0	21.7
			LOS:	A	A	C	C	C	A	A	A	A	A	C	A	A	B	A	C
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	**57.1**	22.2	23.3	--	--	--	31.1	--	**83.3**	**58.0**	3.8	--	--	24.4	11.6
			LOS:		**E**	C	C				C		**F**	**E**	A			C	B
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	26.7	--	**76.8**	39.6	27.7	27.1	23.9	--	--	--	**163.7**	52.5	54.3	**62.2**	31.8	32.3
			LOS:	C		**E**	D	C	C	C				**F**	D	D	**E**	C	C
19	Paseo Grande & Frontage Rd.	AWS	Delay:	**54.2**	14.1	14.0	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	B	B													

Table Appendix 7.2 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20	Paseo Grande & Via Santiago	AWS	Delay:	**>100.0**	17.4	14.1	21.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	C	B	C												
21	Paseo Grande & Via Del Rio	AWS	Delay:	**>100.0**	42.7	18.2	**>100.0**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	E	C	**F**												
22	Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	19.8	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C													
23	Paseo Grande & Driveway 4/Driveway 5	CSS	Delay:	0.0	0.0	24.2	14.7	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C	B												
24	Paseo Grande & Pine Crest Dr.	AWS	Delay:	**>100.0**	**>100.0**	26.3	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**	D													
25	Paseo Grande & Ontario Av.	AWS	Delay:	**>100.0**	**>100.0**	0.0	**68.5**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**		**F**												
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	**60.8**	36.7	23.6	22.4	0.0	**60.8**	0.0	35.8	0.0	36.9	44.6	5.8	5.7	**79.5**	22.9	9.7
			LOS:	**E**	D	C	C	A	**E**	A	D	A	D	D	A	A	**E**	C	A
27	Via Bernardo & 6th St.	TS	Delay:	32.2	0.0	8.8	12.5	33.4	0.0	29.4	0.0	0.0	0.0	53.6	8.6	8.6	41.8	11.1	0.0
			LOS:	C		A	B	C	A	C	A	A	A	D	A	A	D	B	A
28	Via Bernardo & Via Santiago	AWS	Delay:	13.3	9.9	10.3	12.7	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	A	B	B												
29	Via Bernardo & Via Del Rio	CSS	Delay:	--	23.8	0.7	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		C														
30	Kirkwood Dr. & Via Del Rio	CSS	Delay:	18.3	--	0.0	0.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	C															
31	Avenida Del Vista & 6th St.	TS	Delay:	20.1	--	11.9	9.0	22.3	--	17.9	--	--	--	--	11.9	11.9	28.4	6.8	--
			LOS:	C		B	A	C		B					B	B	C	A	
32	Avenida Del Vista & Via Santiago	AWS	Delay:	25.6	22.5	23.7	**66.9**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	D	C	C	**F**												
33	Avenida Del Vista & Via Del Rio	TS	Delay:	16.7	22.4	14.9	19.3	15.6	0.0	17.7	17.1	0.0	23.1	13.9	15.3	15.3	13.1	19.8	19.8
			LOS:	B	C	B	B	B	A	B	B	A	C	B	B	B	B	B	B
34	Avenida Del Vista & Ontario Av.	AWS	Delay:	10.2	10.9	13.2	13.6	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	B	B												

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

Table Appendix 7.2 Summary-PM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Green River Rd. & SR-91 WB Ramps	TS	Delay:	35.6	11.6	--	52.2	58.9	0.3	0.0	0.0	11.6	11.7	--	--	--	53.0	0.0	49.8
		LOS:	D	B		D	E	A	A	A	B	B				D	A	D
2 Green River Rd. & SR-91 EB Ramps	TS	Delay:	30.5	38.2	38.7	--	0.0	30.3	31.1	**97.9**	19.3	0.0	22.3	0.0	41.4	--	--	--
		LOS:	C	D	D		A	C	C	**F**	B	A	C	A	D			
3 Green River Rd. & Palisades Dr.	TS	Delay:	9.7	10.1	--	19.8	--	9.7	9.8	53.3	5.8	--	--	--	--	18.3	--	20.0
		LOS:	A	B		B		A	A	D	A					B		C
4 Driveway 1 & Frontage Rd.	CSS	Delay:	9.6	--	0.0	1.1	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A															
5 Auto Center Dr. & Wardlow Rd.	TS	Delay:	17.1	22.6	31.8	32.9	33.7	12.9	12.9	39.0	22.4	22.3	37.1	27.2	30.7	33.7	0.0	22.3
		LOS:	B	C	C	C	C	B	B	D	C	C	D	C	C	C	A	C
6 Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	9.3	17.5	--	37.8	40.1	0.2	0.0	0.0	17.3	17.7	--	--	--	38.8	0.0	29.3
		LOS:	A	B		D	D	A	A	A	B	B				D	A	C
7 Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	26.8	42.0	**68.4**	--	0.0	22.8	31.9	**138.1**	0.3	0.0	21.0	0.0	**110.4**	--	--	--
		LOS:	C	D	**E**		A	C	C	**F**	A	A	C	A	**F**			
8 Serfas Club Dr. & Frontage Rd.	TS	Delay:	15.4	17.1	27.0	27.5	36.8	13.7	13.7	30.7	14.1	14.2	28.9	0.0	24.5	29.9	0.0	23.4
		LOS:	B	B	C	C	D	B	B	C	B	B	C	A	C	C	A	C
9 Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	8.2	5.2	--	17.9	--	8.3	6.2	19.5	3.7	--	--	--	--	17.9	--	17.9
		LOS:	A	A		B		A	A	B	A					B		B
10 Driveway 2 & Pine Crest Dr.	CSS	Delay:	10.0	--	0.0	0.1	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B															
11 Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	6.9	40.1	46.1	43.5	54.3	5.7	5.7	**66.5**	0.0	**38.5**	46.1	0.0	0.0	43.5	0.0	0.0
		LOS:	A	D	D	D	D	A	A	**E**	A	**F**	D	A	A	D	A	A
12 Serfas Club Dr. & Palisades Dr.	TS	Delay:	3.7	21.2	--	0.0	46.1	2.9	0.0	0.0	22.6	4.4	27.5	--	--	0.0	0.0	0.0
		LOS:	A	C			D	A	A	A	C	A	D			A	A	A
13 Serfas Club Dr. & Green River Rd.	TS	Delay:	43.2	**66.7**	**61.4**	26.7	43.2	0.0	0.0	**77.5**	0.0	26.7	49.5	**63.3**	**63.2**	50.7	26.1	26.2
		LOS:	D	**E**	**E**	C	D	A	A	**F**	A	C	D	**F**	**F**	D	C	C
14 Driveway 3 & Frontage Rd.	CSS	Delay:	11.3	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B															
15 Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	9.6	0.3	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		A														
16 Maple St. & SR-91 WB Off-Ramp	TS	Delay:	5.5	6.8	29.8	20.6	0.0	5.5	0.0	0.0	6.8	0.0	29.8	0.0	0.0	20.7	0.0	20.1
		LOS:	A	A	C	C	A	A	A	A	A	A	C	A	A	C	A	C
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	43.9	19.2	17.8	--	--	--	46.2	--	37.3	49.0	15.1	--	--	18.1	15.0
		LOS:		D	B	B				D		D	D	B			B	B
18 Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	47.9	--	**73.9**	**91.3**	40.2	39.9	**58.0**	--	--	--	**55.1**	**63.9**	**88.4**	**>200.0**	20.2	20.4
		LOS:	D		**E**	**F**	D	D	**E**				**E**	**F**	**F**	**F**	C	C
19 Paseo Grande & Frontage Rd.	AWS	Delay:	13.6	**>100.0**	17.8	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	**F**	C													

Table Appendix 7.2 Summary-PM

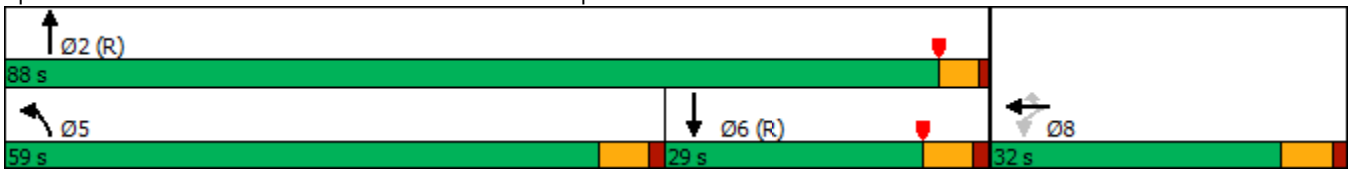
	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20 Paseo Grande & Via Santiago	AWS	Delay:	13.9	**>100.0**	13.1	12.1	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	**F**	B	B												
21 Paseo Grande & Via Del Rio	AWS	Delay:	11.9	**65.4**	11.0	14.3	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	**F**	B	B												
22 Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	10.4	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B													
23 Paseo Grande & Driveway 4/Driveway 5	CSS	Delay:	0.2	0.1	12.1	10.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	B												
24 Paseo Grande & Pine Crest Dr.	AWS	Delay:	9.4	10.4	9.7	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	B	A													
25 Paseo Grande & Ontario Av.	AWS	Delay:	10.7	21.6	10.2	10.8	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	C	B	B												
26 Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	**59.6**	34.6	19.0	11.7	**59.6**	0.0	0.0	33.6	0.0	35.0	40.8	16.2	16.0	**76.3**	11.7	9.0
		LOS:	**E**	C	B	B	**E**	A	A	C	A	C	D	B	B	**E**	B	A
27 Via Bernardo & 6th St.	TS	Delay:	47.4	0.0	30.1	30.1	46.3	0.0	48.5	0.0	0.0	0.0	**64.9**	26.3	33.5	**174.1**	4.3	0.0
		LOS:	D		C	C	D	A	D	A	A	A	**E**	C	C	**F**	A	A
28 Via Bernardo & Via Santiago	AWS	Delay:	9.9	23.1	12.2	11.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	C	B	B												
29 Via Bernardo & Via Del Rio	CSS	Delay:	--	17.7	0.2	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		C														
30 Kirkwood Dr. & Via Del Rio	CSS	Delay:	17.5	--	0.0	1.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C															
31 Avenida Del Vista & 6th St.	TS	Delay:	33.2	--	43.0	12.4	38.2	--	28.7	--	--	--	--	37.6	**48.1**	42.5	3.1	--
		LOS:	C		D	B	D		C					D	**F**	D	A	
32 Avenida Del Vista & Via Santiago	AWS	Delay:	15.8	19.3	19.2	18.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C	C	C	C												
33 Avenida Del Vista & Via Del Rio	TS	Delay:	15.4	15.8	16.3	13.6	12.8	0.0	16.4	12.8	0.0	16.8	11.9	16.5	16.6	12.1	13.8	13.9
		LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34 Avenida Del Vista & Ontario Av.	AWS	Delay:	8.6	9.5	10.4	10.4	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	B	B												

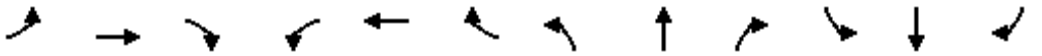
* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	33	4	118	2199	203	237
Future Volume (vph)	33	4	118	2199	203	237
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	32.0	32.0	32.0	59.0	88.0	29.0
Total Split (%)	26.7%	26.7%	26.7%	49.2%	73.3%	24.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	10.5	10.5	10.5	67.3	98.9	24.2
Actuated g/C Ratio	0.09	0.09	0.09	0.56	0.82	0.20
v/c Ratio	0.14	0.14	0.50	0.85	0.14	0.67
Control Delay	48.4	48.3	14.5	32.4	2.8	31.0
Queue Delay	0.0	0.0	0.0	1.5	0.0	0.0
Total Delay	48.4	48.3	14.5	33.8	2.8	31.0
LOS	D	D	B	C	A	C
Approach Delay		22.6			31.2	31.0
Approach LOS		C			C	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	33	4	118	2199	203	0	0	237	272
Future Volume (veh/h)	0	0	0	33	4	118	2199	203	0	0	237	272
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				39	0	44	2390	221	0	0	258	196
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				152	0	68	2219	1603	0	0	715	524
Arrive On Green				0.04	0.00	0.04	0.74	1.00	0.00	0.00	0.37	0.37
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2050	1433
Grp Volume(v), veh/h				39	0	44	2390	221	0	0	233	221
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1612
Q Serve(g_s), s				1.3	0.0	3.3	53.0	0.0	0.0	0.0	11.5	12.1
Cycle Q Clear(g_c), s				1.3	0.0	3.3	53.0	0.0	0.0	0.0	11.5	12.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.89
Lane Grp Cap(c), veh/h				152	0	68	2219	1603	0	0	649	589
V/C Ratio(X)				0.26	0.00	0.65	1.08	0.14	0.00	0.00	0.36	0.37
Avail Cap(c_a), veh/h				772	0	343	2219	1603	0	0	649	589
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.30	0.30	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				55.6	0.0	56.5	15.7	0.0	0.0	0.0	27.8	28.0
Incr Delay (d2), s/veh				0.9	0.0	10.0	37.9	0.1	0.0	0.0	1.5	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.6	0.0	1.5	18.8	0.0	0.0	0.0	5.2	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				56.5	0.0	66.5	53.6	0.1	0.0	0.0	29.4	29.8
LnGrp LOS				E	A	E	F	A	A	A	C	C
Approach Vol, veh/h					83			2611			454	
Approach Delay, s/veh					61.8			49.1			29.6	
Approach LOS					E			D			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	108.9		59.0	49.9		11.1						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 83		53.0	23.0		26.0						
Max Q Clear Time (g_c+I1), s	2.0		55.0	14.1		5.3						
Green Ext Time (p_c), s	1.4		0.0	1.9		0.2						

Intersection Summary		
HCM 6th Ctrl Delay		46.6
HCM 6th LOS		D

Notes

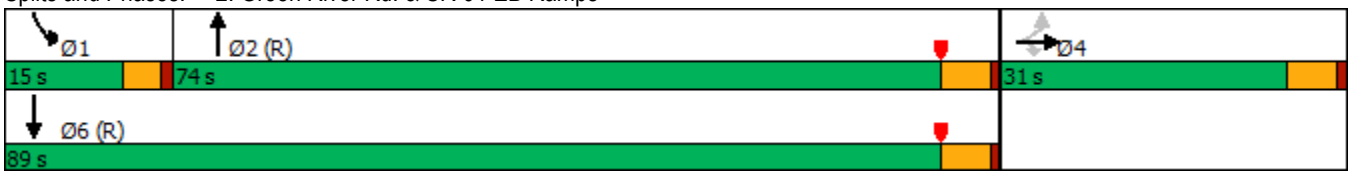
User approved volume balancing among the lanes for turning movement.

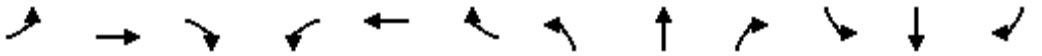
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1	204	2279	187	83
Future Volume (vph)	1	204	2279	187	83
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	31.0	31.0	74.0	15.0	89.0
Total Split (%)	25.8%	25.8%	61.7%	12.5%	74.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.6	14.6	68.5	21.4	94.4
Actuated g/C Ratio	0.12	0.12	0.57	0.18	0.79
v/c Ratio	0.62	0.42	0.91	0.64	0.03
Control Delay	62.1	8.2	28.8	47.1	6.5
Queue Delay	0.3	0.0	2.1	0.0	0.0
Total Delay	62.5	8.2	30.9	47.1	6.5
LOS	E	A	C	D	A
Approach Delay	28.6		30.9		34.6
Approach LOS	C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 30.9	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	1	204	0	0	0	0	2279	133	187	83	0
Future Volume (veh/h)	122	1	204	0	0	0	0	2279	133	187	83	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	133	1	184				0	2477	136	203	90	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	177	1	280				0	3385	184	156	2871	0
Arrive On Green	0.10	0.10	0.10				0.00	0.68	0.68	0.09	0.81	0.00
Sat Flow, veh/h	1769	13	2790				0	5125	269	1781	3647	0
Grp Volume(v), veh/h	134	0	184				0	1692	921	203	90	0
Grp Sat Flow(s),veh/h/ln	1782	0	1395				0	1702	1822	1781	1777	0
Q Serve(g_s), s	8.8	0.0	7.6				0.0	37.6	38.9	10.5	0.6	0.0
Cycle Q Clear(g_c), s	8.8	0.0	7.6				0.0	37.6	38.9	10.5	0.6	0.0
Prop In Lane	0.99		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	179	0	280				0	2325	1244	156	2871	0
V/C Ratio(X)	0.75	0.00	0.66				0.00	0.73	0.74	1.30	0.03	0.00
Avail Cap(c_a), veh/h	379	0	593				0	2325	1244	156	2871	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	0.71	0.71	0.00
Uniform Delay (d), s/veh	52.5	0.0	52.0				0.0	12.0	12.2	54.8	2.3	0.0
Incr Delay (d2), s/veh	6.2	0.0	2.6				0.0	2.0	4.0	165.2	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	4.2	0.0	2.8				0.0	13.6	15.7	11.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	0.0	54.6				0.0	14.0	16.2	219.9	2.3	0.0
LnGrp LOS	E	A	D				A	B	B	F	A	A
Approach Vol, veh/h		318						2613			293	
Approach Delay, s/veh		56.3						14.8			153.1	
Approach LOS		E						B			F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	87.5		17.5		102.5
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	10.5	68.5		25.5		83.5
Max Q Clear Time (g_c+I1), s	12.5	40.9		10.8		2.6
Green Ext Time (p_c), s	0.0	23.3		1.3		0.6

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	25	294	1952	82	219
Future Volume (vph)	25	294	1952	82	219
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	46.0	46.0	47.0	27.0	74.0
Total Split (%)	38.3%	38.3%	39.2%	22.5%	61.7%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	12.7	12.7	41.9	8.3	52.5
Actuated g/C Ratio	0.16	0.16	0.54	0.11	0.68
v/c Ratio	0.09	0.61	0.80	0.47	0.07
Control Delay	28.9	9.0	19.8	43.1	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	9.0	19.8	43.1	4.9
LOS	C	A	B	D	A
Approach Delay	10.5		19.8		15.3
Approach LOS	B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	294	1952	70	82	219
Future Volume (veh/h)	25	294	1952	70	82	219
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	102	2122	68	89	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	216	2797	89	116	3493
Arrive On Green	0.14	0.14	0.55	0.55	0.06	0.68
Sat Flow, veh/h	1781	1585	5251	162	1781	5274
Grp Volume(v), veh/h	27	102	1419	771	89	238
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1841	1781	1702
Q Serve(g_s), s	0.9	4.0	21.5	21.6	3.3	1.0
Cycle Q Clear(g_c), s	0.9	4.0	21.5	21.6	3.3	1.0
Prop In Lane	1.00	1.00		0.09	1.00	
Lane Grp Cap(c), veh/h	242	216	1873	1013	116	3493
V/C Ratio(X)	0.11	0.47	0.76	0.76	0.77	0.07
Avail Cap(c_a), veh/h	1062	945	2101	1136	598	5217
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.3	26.6	11.6	11.6	30.7	3.5
Incr Delay (d2), s/veh	0.2	1.6	1.5	2.7	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.4	6.2	7.1	1.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	28.2	13.0	14.3	34.7	3.5
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	129		2190			327
Approach Delay, s/veh	27.7		13.5			12.0
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.9	42.5			51.5	15.3
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	22.4	41.2			68.2	39.8
Max Q Clear Time (g_c+I1), s	5.3	23.6			3.0	6.0
Green Ext Time (p_c), s	0.1	13.1			1.6	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	188	0	18	125	0	18
Future Vol, veh/h	188	0	18	125	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	204	0	20	136	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	380	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1368	-	622	837
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	612	837
Mov Cap-2 Maneuver	-	-	-	-	612	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	841	-

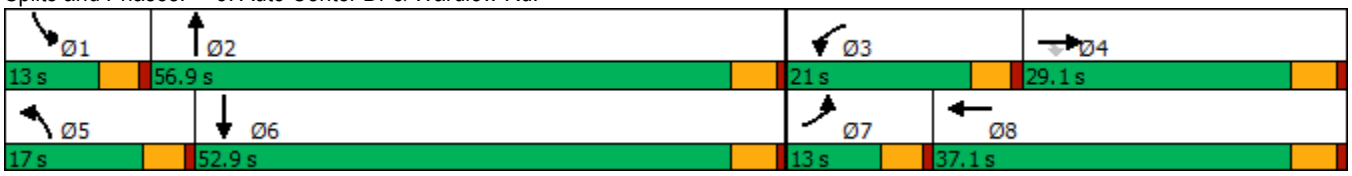
Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.4
HCM LOS			A

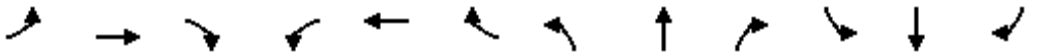
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	837	-	-	1368	-
HCM Lane V/C Ratio	0.023	-	-	0.014	-
HCM Control Delay (s)	9.4	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	1	13	89	15	80	485	15	829
Future Volume (vph)	6	1	13	89	15	80	485	15	829
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	13.0	29.1	29.1	21.0	37.1	17.0	56.9	13.0	52.9
Total Split (%)	10.8%	24.3%	24.3%	17.5%	30.9%	14.2%	47.4%	10.8%	44.1%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.1	13.7	13.7	11.0	17.1	8.7	42.2	6.4	33.3
Actuated g/C Ratio	0.09	0.21	0.21	0.17	0.26	0.13	0.64	0.10	0.51
v/c Ratio	0.04	0.00	0.03	0.32	0.04	0.36	0.27	0.09	0.50
Control Delay	43.0	33.0	0.2	36.1	23.7	39.5	10.5	42.0	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	43.0	33.0	0.2	36.1	23.7	39.5	10.6	42.0	19.0
LOS	D	C	A	D	C	D	B	D	B
Approach Delay		14.0			34.2		14.1		19.5
Approach LOS		B			C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1	13	89	15	1	80	485	87	15	829	30
Future Volume (veh/h)	6	1	13	89	15	1	80	485	87	15	829	30
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1	12	93	16	1	83	505	75	16	864	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	186	157	129	285	18	122	1306	193	35	1307	42
Arrive On Green	0.01	0.10	0.10	0.07	0.16	0.16	0.07	0.42	0.42	0.02	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1742	109	1781	3105	459	1781	3513	114
Grp Volume(v), veh/h	6	1	12	93	0	17	83	288	292	16	437	455
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1851	1781	1777	1788	1781	1777	1850
Q Serve(g_s), s	0.2	0.0	0.3	2.6	0.0	0.4	2.3	5.6	5.7	0.4	10.2	10.2
Cycle Q Clear(g_c), s	0.2	0.0	0.3	2.6	0.0	0.4	2.3	5.6	5.7	0.4	10.2	10.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.26	1.00		0.06
Lane Grp Cap(c), veh/h	14	186	157	129	0	303	122	747	752	35	661	688
V/C Ratio(X)	0.42	0.01	0.08	0.72	0.00	0.06	0.68	0.39	0.39	0.45	0.66	0.66
Avail Cap(c_a), veh/h	299	897	760	584	0	1184	441	1840	1851	299	1698	1767
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	20.3	20.5	22.7	0.0	17.7	22.8	10.0	10.0	24.2	13.1	13.1
Incr Delay (d2), s/veh	7.2	0.0	0.2	2.8	0.0	0.1	2.5	0.3	0.3	3.3	1.1	1.1
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	0.0	0.1	1.1	0.0	0.2	0.9	1.8	1.8	0.2	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	20.3	20.7	25.5	0.0	17.7	25.3	10.3	10.4	27.5	14.2	14.2
LnGrp LOS	C	C	C	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		19			110			663			908	
Approach Delay, s/veh		24.2			24.3			12.2			14.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	26.1	8.2	10.1	8.0	23.7	5.0	13.3
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	51.8	16.4	24.0	12.4	47.8	8.4	32.0
Max Q Clear Time (g_c+I1), s	2.4	7.7	4.6	2.3	4.3	12.2	2.2	2.4
Green Ext Time (p_c), s	0.0	3.8	0.1	0.0	0.0	6.4	0.0	0.0

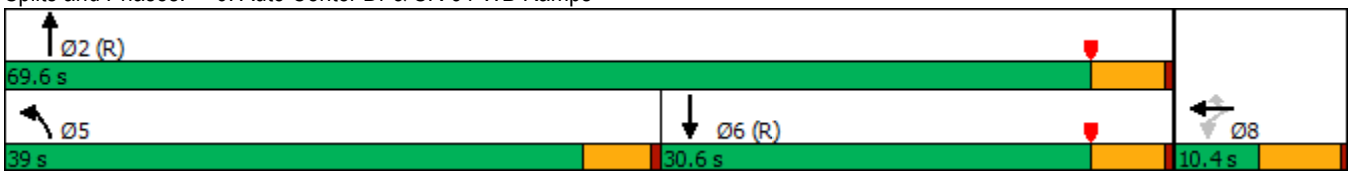
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

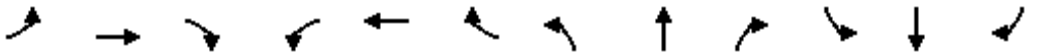
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	90	79	55	727	598	273
Future Volume (vph)	90	79	55	727	598	273
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	10.4	10.4	10.4	39.0	69.6	30.6
Total Split (%)	13.0%	13.0%	13.0%	48.8%	87.0%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	5.1	5.1	5.1	34.4	64.7	25.7
Actuated g/C Ratio	0.06	0.06	0.06	0.43	0.81	0.32
v/c Ratio	0.86	0.89	0.34	1.09	0.24	1.46dr
Control Delay	96.5	101.3	10.0	80.3	1.3	71.5
Queue Delay	0.0	0.0	0.0	4.6	0.0	19.9
Total Delay	96.5	101.3	10.0	85.0	1.3	91.5
LOS	F	F	A	F	A	F
Approach Delay		77.0			47.2	91.5
Approach LOS		E			D	F

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 66.5	Intersection LOS: E
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	90	79	55	727	598	0	0	273	658
Future Volume (veh/h)	0	0	0	90	79	55	727	598	0	0	273	658
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		0.99
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				96	98	35	826	680	0	0	310	504
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				114	119	101	766	2874	0	0	571	502
Arrive On Green				0.06	0.06	0.06	0.72	1.00	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1781	1870	1585	1781	3647	0	0	1870	1562
Grp Volume(v), veh/h				96	98	35	826	680	0	0	310	504
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1781	1777	0	0	1777	1562
Q Serve(g_s), s				4.3	4.1	1.7	34.4	0.0	0.0	0.0	11.5	25.7
Cycle Q Clear(g_c), s				4.3	4.1	1.7	34.4	0.0	0.0	0.0	11.5	25.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				114	119	101	766	2874	0	0	571	502
V/C Ratio(X)				0.85	0.82	0.35	1.08	0.24	0.00	0.00	0.54	1.00
Avail Cap(c_a), veh/h				114	119	101	766	2874	0	0	571	502
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.77	0.77	0.00	0.00	0.87	0.87
Uniform Delay (d), s/veh				37.1	37.0	35.9	11.3	0.0	0.0	0.0	22.3	27.2
Incr Delay (d2), s/veh				39.5	33.1	0.8	52.1	0.1	0.0	0.0	3.2	38.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	2.9	0.6	15.7	0.1	0.0	0.0	5.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				76.6	70.1	36.6	63.4	0.1	0.0	0.0	25.5	65.6
LnGrp LOS				E	E	D	F	A	A	A	C	F
Approach Vol, veh/h					229			1506			814	
Approach Delay, s/veh					67.7			34.8			50.4	
Approach LOS					E			C			D	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.6		39.0	30.6		10.4						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	64.7		34.4	25.7		5.1						
Max Q Clear Time (g_c+I1), s	2.0		36.4	27.7		6.3						
Green Ext Time (p_c), s	3.3		0.0	0.0		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	42.8	
HCM 6th LOS	D	

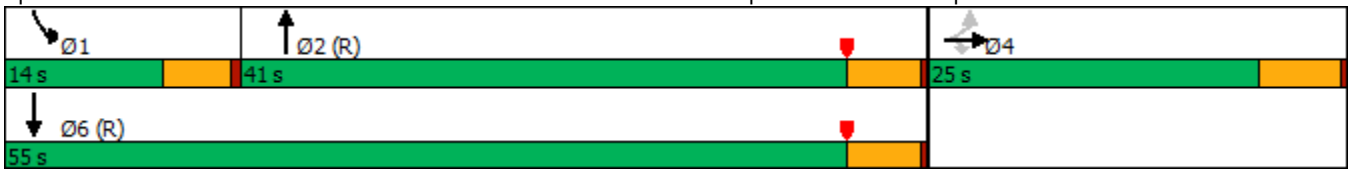
Notes

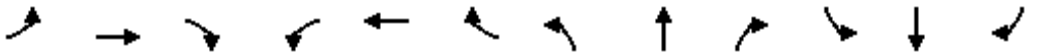
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	391	3	446	934	49	315
Future Volume (vph)	391	3	446	934	49	315
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	25.0	25.0	25.0	41.0	14.0	55.0
Total Split (%)	31.3%	31.3%	31.3%	51.3%	17.5%	68.8%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.2	15.2	15.2	46.6	7.6	54.6
Actuated g/C Ratio	0.19	0.19	0.19	0.58	0.10	0.68
v/c Ratio	0.65	0.66	0.69	0.60	0.31	0.14
Control Delay	39.0	39.3	8.7	11.5	24.6	5.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.0	39.3	8.7	11.6	24.6	5.2
LOS	D	D	A	B	C	A
Approach Delay		23.0		11.6		7.8
Approach LOS		C		B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	3	446	0	0	0	0	934	682	49	315	0
Future Volume (veh/h)	391	3	446	0	0	0	0	934	682	49	315	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	418	0	391				0	994	606	52	335	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, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	877	0	390				0	1790	823	76	2225	0
Arrive On Green	0.25	0.00	0.25				0.00	0.53	0.53	0.09	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1565	1781	3647	0
Grp Volume(v), veh/h	418	0	391				0	994	606	52	335	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1565	1781	1777	0
Q Serve(g_s), s	8.0	0.0	19.7				0.0	15.6	24.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	8.0	0.0	19.7				0.0	15.6	24.0	2.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	877	0	390				0	1790	823	76	2225	0
V/C Ratio(X)	0.48	0.00	1.00				0.00	0.56	0.74	0.68	0.15	0.00
Avail Cap(c_a), veh/h	877	0	390				0	1790	823	209	2225	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.51	0.51	0.09	0.09	0.00
Uniform Delay (d), s/veh	25.7	0.0	30.1				0.0	12.7	14.7	36.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	46.0				0.0	0.6	3.0	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	3.3	0.0	12.2				0.0	5.4	8.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	76.1				0.0	13.3	17.7	37.0	0.0	0.0
LnGrp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		809						1600			387	
Approach Delay, s/veh		50.2						15.0			5.0	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.0	47.0		25.0		55.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	9.4	36.1		19.7		50.1
Max Q Clear Time (g_c+I1), s	4.3	26.0		21.7		2.0
Green Ext Time (p_c), s	0.0	5.6		0.0		1.5

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

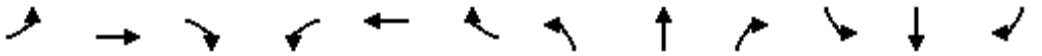
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	138	13	301	22	70	1210	134	574
Future Volume (vph)	138	13	301	22	70	1210	134	574
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	29.4	29.4	29.4	29.4	8.2	43.8	7.3	45.9
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.09	0.46	0.08	0.48
v/c Ratio	0.61	0.13	0.76	0.50	0.48	0.82	0.53	0.38
Control Delay	42.4	9.9	44.5	16.0	58.5	28.0	55.9	18.8
Queue Delay	0.0	0.0	0.0	0.0	1.6	21.6	0.0	0.0
Total Delay	42.4	9.9	44.5	16.0	60.1	49.6	55.9	18.8
LOS	D	A	D	B	E	D	E	B
Approach Delay		31.7		30.5		50.2		25.4
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 95.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 38.4	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	13	55	301	22	268	70	1210	64	134	574	51
Future Volume (veh/h)	138	13	55	301	22	268	70	1210	64	134	574	51
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	13	47	310	23	145	72	1247	66	138	592	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	105	381	452	65	410	93	1587	84	213	1555	139
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.46	0.46	0.06	0.47	0.47
Sat Flow, veh/h	1217	355	1283	1342	219	1381	1781	3430	181	3456	3292	294
Grp Volume(v), veh/h	142	0	60	310	0	168	72	645	668	138	319	326
Grp Sat Flow(s),veh/h/ln	1217	0	1638	1342	0	1600	1781	1777	1835	1728	1777	1810
Q Serve(g_s), s	8.4	0.0	2.2	17.7	0.0	6.6	3.2	24.7	24.8	3.1	9.3	9.3
Cycle Q Clear(g_c), s	15.0	0.0	2.2	19.8	0.0	6.6	3.2	24.7	24.8	3.1	9.3	9.3
Prop In Lane	1.00		0.78	1.00		0.86	1.00		0.10	1.00		0.16
Lane Grp Cap(c), veh/h	350	0	486	452	0	475	93	822	849	213	839	854
V/C Ratio(X)	0.41	0.00	0.12	0.69	0.00	0.35	0.78	0.78	0.79	0.65	0.38	0.38
Avail Cap(c_a), veh/h	643	0	880	775	0	860	230	1211	1250	317	1145	1166
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	20.7	27.9	0.0	22.2	37.7	18.3	18.3	36.9	13.7	13.7
Incr Delay (d2), s/veh	0.8	0.0	0.1	1.9	0.0	0.4	5.1	2.1	2.1	1.2	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	2.5	0.0	0.8	5.7	0.0	2.5	1.5	9.5	9.8	1.3	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	20.8	29.8	0.0	22.7	42.8	20.3	20.3	38.2	14.0	14.0
LnGrp LOS	C	A	C	C	A	C	D	C	C	D	B	B
Approach Vol, veh/h		202			478			1385			783	
Approach Delay, s/veh		26.5			27.3			21.5			18.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	42.4		28.6	8.8	43.1		28.6				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	7.4	54.9		* 43	10.4	51.9		* 43				
Max Q Clear Time (g_c+I1), s	5.1	26.8		17.0	5.2	11.3		21.8				
Green Ext Time (p_c), s	0.0	10.5		0.9	0.0	4.3		2.1				

Intersection Summary			
HCM 6th Ctrl Delay		21.9	
HCM 6th LOS		C	

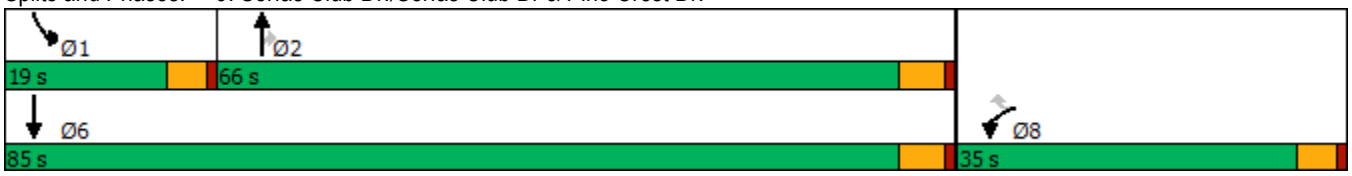
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	176	221	1123	69	195	735
Future Volume (vph)	176	221	1123	69	195	735
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	13.7	13.7	37.0	37.0	14.9	56.6
Actuated g/C Ratio	0.17	0.17	0.46	0.46	0.19	0.70
v/c Ratio	0.63	0.51	0.74	0.10	0.64	0.32
Control Delay	42.4	9.0	20.9	6.3	45.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	64.2	0.3
Total Delay	42.4	9.0	20.9	6.3	109.2	5.5
LOS	D	A	C	A	F	A
Approach Delay	23.8		20.1			27.2
Approach LOS	C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 80.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	176	221	1123	69	195	735
Future Volume (veh/h)	176	221	1123	69	195	735
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	177	1208	63	210	790
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	263	234	1719	750	257	2488
Arrive On Green	0.15	0.15	0.48	0.48	0.14	0.70
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	189	177	1208	63	210	790
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	6.4	6.8	16.9	1.4	7.3	5.5
Cycle Q Clear(g_c), s	6.4	6.8	16.9	1.4	7.3	5.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	263	234	1719	750	257	2488
V/C Ratio(X)	0.72	0.76	0.70	0.08	0.82	0.32
Avail Cap(c_a), veh/h	851	757	3399	1484	403	4460
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.9	26.0	12.9	8.8	26.4	3.7
Incr Delay (d2), s/veh	1.4	1.9	0.5	0.0	3.6	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	2.7	2.6	5.6	0.4	3.1	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.3	27.9	13.4	8.9	30.0	3.8
LnGrp LOS	C	C	B	A	C	A
Approach Vol, veh/h	366		1271			1000
Approach Delay, s/veh	27.6		13.2			9.3
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.8	35.9			49.7	14.0
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9			79.9	30.4
Max Q Clear Time (g_c+I1), s	9.3	18.9			7.5	8.8
Green Ext Time (p_c), s	0.1	11.9			6.5	0.6

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	3	0	387	7	1
Future Vol, veh/h	263	3	0	387	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	286	3	0	421	8	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	289	0	709	288
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	421	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1273	-	401	751
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1273	-	401	751
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	662	-

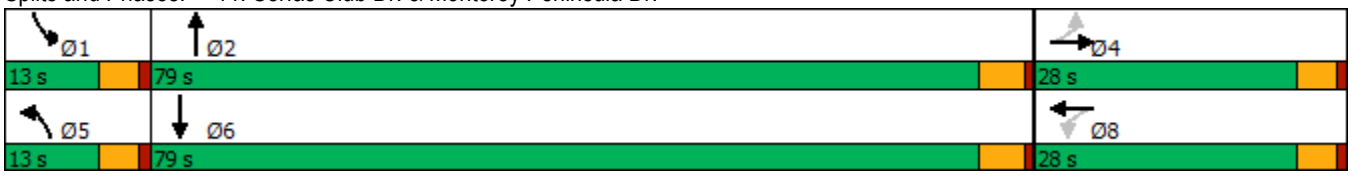
Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	426	-	-	1273	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	13.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	79	3	12	1	6	1082	16	846
Future Volume (vph)	79	3	12	1	6	1082	16	846
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	28.0	28.0	28.0	28.0	13.0	79.0	13.0	79.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.8%	65.8%	10.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		13.4		13.4	5.5	44.4	6.0	46.6
Actuated g/C Ratio		0.19		0.19	0.08	0.62	0.08	0.65
v/c Ratio		0.44		0.15	0.04	0.53	0.12	0.80
Control Delay		33.3		17.0	42.3	9.8	41.6	16.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		33.3		17.0	42.3	9.9	41.6	16.5
LOS		C		B	D	A	D	B
Approach Delay		33.3		17.0		10.0		17.0
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	3	24	12	1	31	6	1082	3	16	846	49
Future Volume (veh/h)	79	3	24	12	1	31	6	1082	3	16	846	49
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		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	3	17	13	1	27	6	1163	3	17	910	48
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	17	36	122	36	156	14	2173	6	37	1073	57
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.01	0.60	0.60	0.02	0.61	0.61
Sat Flow, veh/h	1117	117	238	298	244	1047	1781	3636	9	1781	1758	93
Grp Volume(v), veh/h	105	0	0	41	0	0	6	568	598	17	0	958
Grp Sat Flow(s),veh/h/ln	1473	0	0	1590	0	0	1781	1777	1868	1781	0	1851
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	0.2	11.6	11.6	0.6	0.0	25.7
Cycle Q Clear(g_c), s	3.8	0.0	0.0	1.3	0.0	0.0	0.2	11.6	11.6	0.6	0.0	25.7
Prop In Lane	0.81		0.16	0.32		0.66	1.00		0.01	1.00		0.05
Lane Grp Cap(c), veh/h	326	0	0	314	0	0	14	1062	1116	37	0	1129
V/C Ratio(X)	0.32	0.00	0.00	0.13	0.00	0.00	0.43	0.54	0.54	0.47	0.00	0.85
Avail Cap(c_a), veh/h	654	0	0	667	0	0	243	2137	2247	243	0	2226
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	22.8	0.0	0.0	30.3	7.3	7.3	29.8	0.0	9.7
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.2	0.0	0.0	7.4	0.4	0.4	3.4	0.0	1.9
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	1.4	0.0	0.0	0.5	0.0	0.0	0.1	3.3	3.4	0.3	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	0.0	0.0	23.0	0.0	0.0	37.7	7.7	7.7	33.2	0.0	11.6
LnGrp LOS	C	A	A	C	A	A	D	A	A	C	A	B
Approach Vol, veh/h		105			41			1172			975	
Approach Delay, s/veh		24.3			23.0			7.9			11.9	
Approach LOS		C			C			A			B	

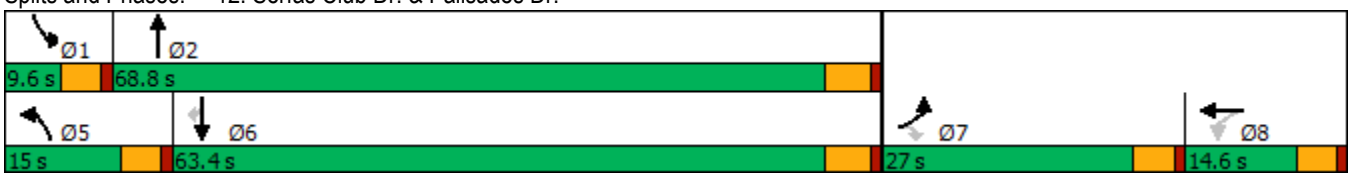
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	41.8		13.8	5.1	42.6		13.8				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	8.4	73.9		23.4	8.4	73.9		23.4				
Max Q Clear Time (g_c+I1), s	2.6	13.6		5.8	2.2	27.7		3.3				
Green Ext Time (p_c), s	0.0	10.0		0.5	0.0	9.8		0.1				

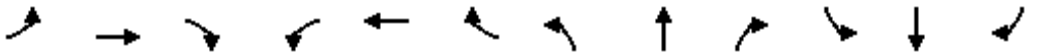
Intersection Summary			
HCM 6th Ctrl Delay		10.6	
HCM 6th LOS		B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	182	12	39	909	413	469		
Future Volume (vph)	182	12	39	909	413	469		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	27.0	27.0	15.0	68.8	63.4	63.4	9.6	14.6
Total Split (%)	22.5%	22.5%	12.5%	57.3%	52.8%	52.8%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	11.8	11.8	6.3	27.3	23.5	23.5		
Actuated g/C Ratio	0.24	0.24	0.13	0.55	0.48	0.48		
v/c Ratio	0.24	0.03	0.19	0.51	0.51	0.56		
Control Delay	18.3	0.1	25.8	7.6	13.0	6.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	18.3	0.1	25.8	7.6	13.0	6.9		
LOS	B	A	C	A	B	A		
Approach Delay				8.3	9.8			
Approach LOS				A	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.4	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 45.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	0	12	0	0	0	39	909	0	0	413	469
Future Volume (veh/h)	182	0	12	0	0	0	39	909	0	0	413	469
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	0	9	0	0	0	42	988	0	0	449	420
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, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	748	0	0	0	5	0	82	1952	0	4	733	607
Arrive On Green	0.22	0.00	0.00	0.00	0.00	0.00	0.05	0.55	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3456	198		0	-86037	0	1781	3647	0	1781	1870	1547
Grp Volume(v), veh/h	198	13.7		0	0	0	42	988	0	0	449	420
Grp Sat Flow(s),veh/h/ln	1728	B		0	1870	0	1781	1777	0	1781	1870	1547
Q Serve(g_s), s	2.0			0.0	0.0	0.0	1.0	7.2	0.0	0.0	8.0	9.4
Cycle Q Clear(g_c), s	2.0			0.0	0.0	0.0	1.0	7.2	0.0	0.0	8.0	9.4
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	748			0	5	0	82	1952	0	4	733	607
V/C Ratio(X)	0.26			0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.61	0.69
Avail Cap(c_a), veh/h	1868			0	451	0	447	5462	0	215	2631	2177
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.5			0.0	0.0	0.0	19.3	5.8	0.0	0.0	10.1	10.5
Incr Delay (d2), s/veh	0.2			0.0	0.0	0.0	1.8	0.2	0.0	0.0	0.8	1.4
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
%ile BackOfQ(50%),veh/ln	0.6			0.0	0.0	0.0	0.4	1.5	0.0	0.0	2.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7			0.0	0.0	0.0	21.1	6.0	0.0	0.0	10.9	11.9
LnGrp LOS	B			A	A	A	C	A	A	A	B	B
Approach Vol, veh/h					0			1030			869	
Approach Delay, s/veh					0.0			6.6			11.4	
Approach LOS								A			B	

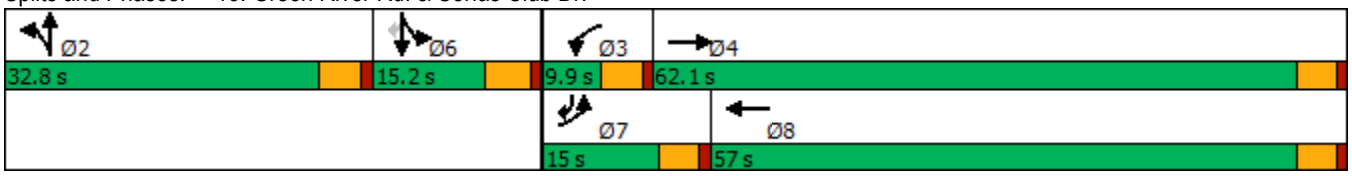
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	27.9			6.5	21.4	13.6	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	63.7			10.4	58.3	22.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	9.2			3.0	11.4	4.0	0.0				
Green Ext Time (p_c), s	0.0	8.8			0.0	4.9	0.6	0.0				

Intersection Summary			
HCM 6th Ctrl Delay		9.3	
HCM 6th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	380	570	16	1732	59	134	21	257
Future Volume (vph)	380	570	16	1732	59	134	21	257
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	15.0	62.1	9.9	57.0	32.8	15.2	15.2	15.0
Total Split (%)	12.5%	51.8%	8.3%	47.5%	27.3%	12.7%	12.7%	12.5%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.4	63.8	5.2	52.5	13.1	10.0	10.0	25.7
Actuated g/C Ratio	0.10	0.61	0.05	0.50	0.12	0.09	0.09	0.24
v/c Ratio	1.15	0.28	0.18	1.26	0.43	0.50	0.49	0.45
Control Delay	140.3	11.8	55.3	148.4	39.2	58.3	57.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	140.3	11.8	55.3	148.4	39.2	58.3	57.7	7.1
LOS	F	B	E	F	D	E	E	A
Approach Delay		63.0		147.7	39.2		26.3	
Approach LOS		E		F	D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 108.2	Intersection LOS: F
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	380	570	4	16	1732	371	7	59	33	134	21	257
Future Volume (veh/h)	380	570	4	16	1732	371	7	59	33	134	21	257
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	392	588	4	16	1786	233	7	61	24	154	0	154
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	2178	15	32	1637	209	12	108	42	352	0	320
Arrive On Green	0.10	0.60	0.60	0.02	0.52	0.52	0.09	0.09	0.09	0.10	0.00	0.10
Sat Flow, veh/h	3456	3618	25	1781	3166	403	135	1180	464	3563	0	1585
Grp Volume(v), veh/h	392	289	303	16	984	1035	92	0	0	154	0	154
Grp Sat Flow(s),veh/h/ln	1728	1777	1866	1781	1777	1793	1780	0	0	1781	0	1585
Q Serve(g_s), s	10.4	7.8	7.8	0.9	52.3	52.3	5.0	0.0	0.0	4.1	0.0	8.7
Cycle Q Clear(g_c), s	10.4	7.8	7.8	0.9	52.3	52.3	5.0	0.0	0.0	4.1	0.0	8.7
Prop In Lane	1.00		0.01	1.00		0.23	0.08		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	355	1070	1123	32	919	927	163	0	0	352	0	320
V/C Ratio(X)	1.10	0.27	0.27	0.50	1.07	1.12	0.57	0.00	0.00	0.44	0.00	0.48
Avail Cap(c_a), veh/h	355	1070	1123	93	919	927	495	0	0	352	0	320
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	1.00
Uniform Delay (d), s/veh	45.4	9.6	9.6	49.2	24.4	24.4	44.0	0.0	0.0	42.9	0.0	35.7
Incr Delay (d2), s/veh	78.5	0.1	0.1	4.5	50.5	67.2	1.1	0.0	0.0	0.9	0.0	1.1
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	8.3	2.9	3.0	0.4	33.2	37.8	2.2	0.0	0.0	1.8	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.9	9.7	9.7	53.7	74.9	91.6	45.2	0.0	0.0	43.8	0.0	36.8
LnGrp LOS	F	A	A	D	F	F	D	A	A	D	A	D
Approach Vol, veh/h		984			2035			92			308	
Approach Delay, s/veh		55.2			83.2			45.2			40.3	
Approach LOS		E			F			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.9	6.4	65.6		15.2	15.0	57.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.3	* 57		10.0	10.4	* 52				
Max Q Clear Time (g_c+I1), s		7.0	2.9	9.8		10.7	12.4	54.3				
Green Ext Time (p_c), s		0.3	0.0	4.1		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		70.3
HCM 6th LOS		E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	133	3	0	583	0	7
Future Vol, veh/h	133	3	0	583	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	3	0	634	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	145
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	902
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	902
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	902	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	263	390	4	4	7
Future Vol, veh/h	1	263	390	4	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	325	481	5	5	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	486	0	-	0	811	484
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1077	-	-	-	349	583
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1077	-	-	-	349	583
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	731	-

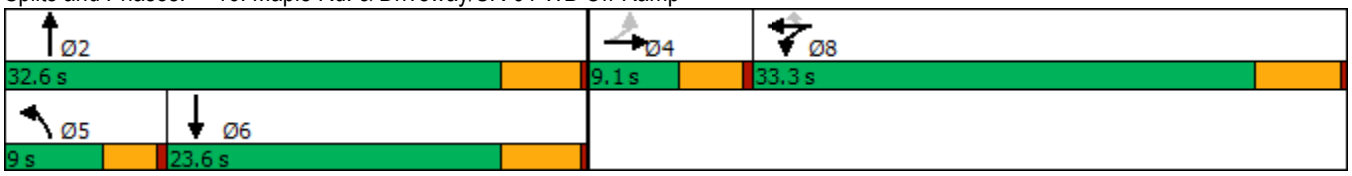
Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

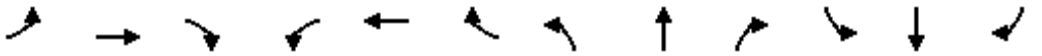
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1077	-	-	-	469
HCM Lane V/C Ratio	0.001	-	-	-	0.029
HCM Control Delay (s)	8.3	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	3	0	56	6	84	9	378	391
Future Volume (vph)	3	0	56	6	84	9	378	391
Turn Type	Perm	NA	Split	NA	Perm	Prot	NA	NA
Protected Phases		4	8	8		5	2	6
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	5	2	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)	9.1	9.1	33.3	33.3	33.3	8.5	29.9	9.9
Total Split (s)	9.1	9.1	33.3	33.3	33.3	9.0	32.6	23.6
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	12.0%	43.5%	31.5%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	3.0	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.1	5.3	5.3	5.3	3.5	4.9	4.9
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max
Act Effct Green (s)		5.2	8.7	8.7	8.7	5.3	34.7	33.4
Actuated g/C Ratio		0.10	0.17	0.17	0.17	0.10	0.67	0.64
v/c Ratio		0.02	0.12	0.12	0.23	0.06	0.17	0.19
Control Delay		0.2	17.3	17.3	2.6	26.0	7.3	9.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.2	17.3	17.3	2.6	26.0	7.3	9.5
LOS		A	B	B	A	C	A	A
Approach Delay		0.2		8.9			7.8	9.5
Approach LOS		A		A			A	A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.23	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 31.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	3	56	6	84	9	378	0	0	391	8
Future Volume (veh/h)	3	0	3	56	6	84	9	378	0	0	391	8
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	3	0	3	64	0	84	10	402	0	0	416	9
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	7	0	7	326	0	145	23	2111	0	0	1799	39
Arrive On Green	0.01	0.00	0.01	0.09	0.00	0.09	0.01	0.59	0.00	0.00	0.51	0.51
Sat Flow, veh/h	839	0	839	3563	0	1585	1781	3647	0	0	3650	77
Grp Volume(v), veh/h	6	0	0	64	0	84	10	402	0	0	208	217
Grp Sat Flow(s),veh/h/ln	1677	0	0	1781	0	1585	1781	1777	0	0	1777	1857
Q Serve(g_s), s	0.2	0.0	0.0	0.8	0.0	2.4	0.3	2.4	0.0	0.0	3.0	3.1
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.8	0.0	2.4	0.3	2.4	0.0	0.0	3.0	3.1
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.00	0.00		0.04
Lane Grp Cap(c), veh/h	13	0	0	326	0	145	23	2111	0	0	899	939
V/C Ratio(X)	0.45	0.00	0.00	0.20	0.00	0.58	0.43	0.19	0.00	0.00	0.23	0.23
Avail Cap(c_a), veh/h	180	0	0	2139	0	952	210	2111	0	0	899	939
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	0.0	19.6	0.0	20.3	22.8	4.3	0.0	0.0	6.4	6.4
Incr Delay (d2), s/veh	8.4	0.0	0.0	0.1	0.0	1.4	4.6	0.2	0.0	0.0	0.6	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	0.1	0.0	0.0	0.3	0.0	0.8	0.1	0.5	0.0	0.0	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	19.7	0.0	21.7	27.5	4.5	0.0	0.0	7.0	7.0
LnGrp LOS	C	A	A	B	A	C	C	A	A	A	A	A
Approach Vol, veh/h		6			148			412			425	
Approach Delay, s/veh		31.4			20.8			5.1			7.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.5	4.1	28.5		9.6				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		4.4		2.2	2.3	5.1		4.4				
Green Ext Time (p_c), s		1.7		0.0	0.0	1.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		8.4
HCM 6th LOS		A

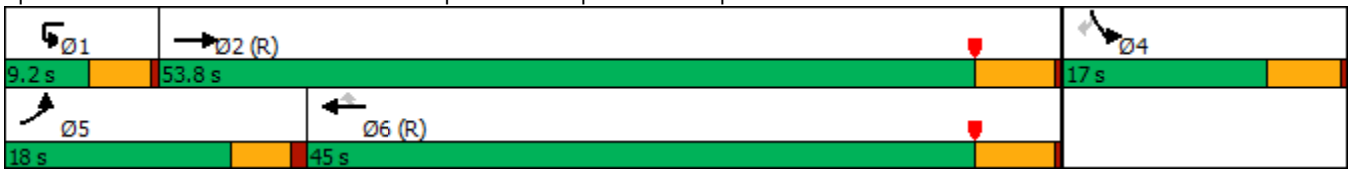
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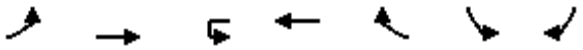
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	222	431	1343	165	197	253	
Future Volume (vph)	222	431	1343	165	197	253	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	18.0	53.8	45.0	45.0	17.0	17.0	9.2
Total Split (%)	22.5%	67.3%	56.3%	56.3%	21.3%	21.3%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	14.5	59.9	40.9	40.9	9.9	9.9	
Actuated g/C Ratio	0.18	0.75	0.51	0.51	0.12	0.12	
v/c Ratio	0.83	0.19	0.88	0.22	0.55	0.78	
Control Delay	55.4	3.3	25.6	2.4	37.8	26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.4	3.3	25.6	2.4	37.8	26.0	
LOS	E	A	C	A	D	C	
Approach Delay		21.0	23.0		31.2		
Approach LOS		C	C		C		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	222	431	0	1343	165	197	253
Future Volume (veh/h)	222	431	0	1343	165	197	253
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	264	513		1599	150	235	233
Peak Hour Factor	0.84	0.84		0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	298	2563		1764	770	523	240
Arrive On Green	0.17	0.72		0.50	0.50	0.15	0.15
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	264	513		1599	150	235	233
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	11.6	3.8		33.0	4.3	5.0	11.7
Cycle Q Clear(g_c), s	11.6	3.8		33.0	4.3	5.0	11.7
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	298	2563		1764	770	523	240
V/C Ratio(X)	0.88	0.20		0.91	0.19	0.45	0.97
Avail Cap(c_a), veh/h	298	2563		1764	770	523	240
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.69	0.69	0.99	0.99
Uniform Delay (d), s/veh	32.5	3.6		18.5	11.2	30.9	33.8
Incr Delay (d2), s/veh	25.5	0.2		6.0	0.4	0.2	49.6
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.8		13.2	1.4	2.0	12.9
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	58.0	3.8		24.4	11.6	31.1	83.3
LnGrp LOS	E	A		C	B	C	F
Approach Vol, veh/h		777		1749		468	
Approach Delay, s/veh		22.2		23.3		57.1	
Approach LOS		C		C		E	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		63.0		17.0	18.0	45.0	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		48.5		12.1	13.4	39.7	
Max Q Clear Time (g_c+I1), s		5.8		13.7	13.6	35.0	
Green Ext Time (p_c), s		2.1		0.0	0.0	3.3	

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

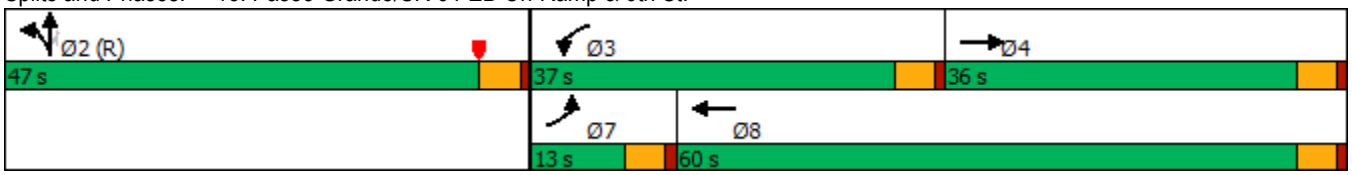
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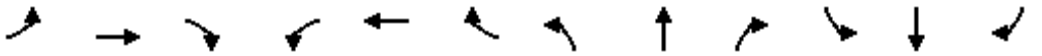
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	126	335	411	1102	405	378	322
Future Volume (vph)	126	335	411	1102	405	378	322
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	13.0	36.0	37.0	60.0	47.0	47.0	47.0
Total Split (%)	10.8%	30.0%	30.8%	50.0%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	8.4	23.5	31.6	46.7	51.1	51.1	51.1
Actuated g/C Ratio	0.07	0.20	0.26	0.39	0.43	0.43	0.43
v/c Ratio	1.11	0.77	0.96	0.70	0.55	0.61	0.40
Control Delay	165.7	46.7	76.7	31.7	31.2	32.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	165.7	46.7	76.7	31.7	31.2	32.6	4.2
LOS	F	D	E	C	C	C	A
Approach Delay		70.5		42.8		23.8	
Approach LOS		E		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 41.8	Intersection LOS: D
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	335	168	411	1102	160	405	378	322	0	0	0
Future Volume (veh/h)	126	335	168	411	1102	160	405	378	322	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	137	364	145	447	1198	140	426	431	242			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	125	456	178	470	1749	204	779	817	684			
Arrive On Green	0.07	0.18	0.18	0.26	0.38	0.38	0.44	0.44	0.44			
Sat Flow, veh/h	1781	2477	970	1781	4626	540	1781	1870	1564			
Grp Volume(v), veh/h	137	259	250	447	881	457	426	431	242			
Grp Sat Flow(s),veh/h/ln	1781	1777	1670	1781	1702	1763	1781	1870	1564			
Q Serve(g_s), s	8.4	16.7	17.2	29.6	26.1	26.1	21.2	20.2	12.4			
Cycle Q Clear(g_c), s	8.4	16.7	17.2	29.6	26.1	26.1	21.2	20.2	12.4			
Prop In Lane	1.00		0.58	1.00		0.31	1.00		1.00			
Lane Grp Cap(c), veh/h	125	327	307	470	1287	666	779	817	684			
V/C Ratio(X)	1.10	0.79	0.81	0.95	0.69	0.69	0.55	0.53	0.35			
Avail Cap(c_a), veh/h	125	465	437	481	1572	814	779	817	684			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.96	0.54	0.54	0.54	1.00	1.00	1.00			
Uniform Delay (d), s/veh	55.8	46.8	47.0	43.4	31.3	31.3	25.0	24.7	22.5			
Incr Delay (d2), s/veh	107.9	5.8	7.4	18.8	0.5	1.0	2.8	2.4	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.5	7.8	7.7	15.2	10.6	11.0	9.6	9.6	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	163.7	52.6	54.3	62.2	31.8	32.3	27.7	27.1	23.9			
LnGrp LOS	F	D	D	E	C	C	C	C	C			
Approach Vol, veh/h		646			1785			1099				
Approach Delay, s/veh		76.8			39.6			26.7				
Approach LOS		E			D			C				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		57.0	36.3	26.7			13.0	50.0				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		42.4	32.4	31.4			8.4	55.4				
Max Q Clear Time (g_c+I1), s		23.2	31.6	19.2			10.4	28.1				
Green Ext Time (p_c), s		3.0	0.1	2.4			0.0	10.6				

Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	37.4
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	172	13	58	883	238	252
Future Vol, veh/h	172	13	58	883	238	252
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	14	62	949	256	271
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	14	54.2	14.1
HCM LOS	B	F	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	16%	0%	93%	0%	0%
Vol Thru, %	84%	100%	0%	100%	0%
Vol Right, %	0%	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	352	589	185	238	252
LT Vol	58	0	172	0	0
Through Vol	294	589	0	238	0
RT Vol	0	0	13	0	252
Lane Flow Rate	379	633	199	256	271
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.639	1.053	0.372	0.463	0.438
Departure Headway (Hd)	6.075	5.991	6.931	6.654	5.941
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	599	608	523	545	610
Service Time	3.79	3.707	4.931	4.354	3.641
HCM Lane V/C Ratio	0.633	1.041	0.38	0.47	0.444
HCM Control Delay	18.9	75.3	14	15	13.2
HCM Lane LOS	C	F	B	B	B
HCM 95th-tile Q	4.5	17.5	1.7	2.4	2.2

Intersection	
Intersection Delay, s/veh	113.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	36	10	59	74	175	6	713	34	12	229	10
Future Vol, veh/h	53	36	10	59	74	175	6	713	34	12	229	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	39	11	64	80	190	7	775	37	13	249	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.1	21	196.6	17.4
HCM LOS	B	C	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	54%	19%	5%
Vol Thru, %	95%	36%	24%	91%
Vol Right, %	5%	10%	57%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	753	99	308	251
LT Vol	6	53	59	12
Through Vol	713	36	74	229
RT Vol	34	10	175	10
Lane Flow Rate	818	108	335	273
Geometry Grp	1	1	1	1
Degree of Util (X)	1.372	0.226	0.606	0.502
Departure Headway (Hd)	6.034	8.581	7.342	7.277
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	597	421	495	499
Service Time	4.111	6.581	5.342	5.277
HCM Lane V/C Ratio	1.37	0.257	0.677	0.547
HCM Control Delay	196.6	14.1	21	17.4
HCM Lane LOS	F	B	C	C
HCM 95th-tile Q	35.8	0.9	4	2.8

Intersection	
Intersection Delay, s/veh	233.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	19	56	237	73	427	43	359	158	67	234	3
Future Vol, veh/h	3	19	56	237	73	427	43	359	158	67	234	3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	23	68	289	89	521	52	438	193	82	285	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.2	361.9	197.9	42.7
HCM LOS	C	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	22%
Vol Thru, %	64%	24%	10%	77%
Vol Right, %	28%	72%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	560	78	737	304
LT Vol	43	3	237	67
Through Vol	359	19	73	234
RT Vol	158	56	427	3
Lane Flow Rate	683	95	899	371
Geometry Grp	1	1	1	1
Degree of Util (X)	1.348	0.228	1.742	0.787
Departure Headway (Hd)	8.993	11.78	7.727	10.359
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	410	307	476	352
Service Time	6.993	9.78	5.727	8.359
HCM Lane V/C Ratio	1.666	0.309	1.889	1.054
HCM Control Delay	197.9	18.2	361.9	42.7
HCM Lane LOS	F	C	F	E
HCM 95th-tile Q	25.4	0.9	49.4	6.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	9	3	536	515	12
Future Vol, veh/h	25	9	3	536	515	12
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	13	4	744	715	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1503	751	759	0	-	0
Stage 1	751	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	134	411	852	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	400	830	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	830	-	290	-	-
HCM Lane V/C Ratio	0.005	-	0.163	-	-
HCM Control Delay (s)	9.4	0	19.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	1	0	4	2	521	0	2	515	7
Future Vol, veh/h	14	0	4	1	0	4	2	521	0	2	515	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	4	1	0	4	2	566	0	2	560	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1140	1138	564	1140	1142	566	568	0	0	566	0	0
Stage 1	568	568	-	570	570	-	-	-	-	-	-	-
Stage 2	572	570	-	570	572	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	178	201	525	178	200	524	1004	-	-	1006	-	-
Stage 1	508	506	-	506	505	-	-	-	-	-	-	-
Stage 2	505	505	-	506	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	176	200	525	176	199	524	1004	-	-	1006	-	-
Mov Cap-2 Maneuver	176	200	-	176	199	-	-	-	-	-	-	-
Stage 1	506	504	-	504	503	-	-	-	-	-	-	-
Stage 2	499	503	-	500	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.2	14.7	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1004	-	-	207	376	1006	-	-
HCM Lane V/C Ratio	0.002	-	-	0.095	0.014	0.002	-	-
HCM Control Delay (s)	8.6	0	-	24.2	14.7	8.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Intersection	
Intersection Delay, s/veh	269.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	221	245	490	410	111
Future Vol, veh/h	34	221	245	490	410	111
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	325	360	721	603	163
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	26.3	423.4	170.4
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	13%	0%
Vol Thru, %	67%	0%	79%
Vol Right, %	0%	87%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	735	255	521
LT Vol	245	34	0
Through Vol	490	0	410
RT Vol	0	221	111
Lane Flow Rate	1081	375	766
Geometry Grp	1	1	1
Degree of Util (X)	1.888	0.681	1.297
Departure Headway (Hd)	6.803	7.964	7.266
Convergence, Y/N	Yes	Yes	Yes
Cap	540	458	506
Service Time	4.803	5.964	5.266
HCM Lane V/C Ratio	2.002	0.819	1.514
HCM Control Delay	423.4	26.3	170.4
HCM Lane LOS	F	D	F
HCM 95th-tile Q	64.5	5	27.2

Intersection	
Intersection Delay, s/veh	225.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	163	0	355	0	371	138	284	220	0
Future Vol, veh/h	0	0	0	163	0	355	0	371	138	284	220	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	251	0	546	0	571	212	437	338	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

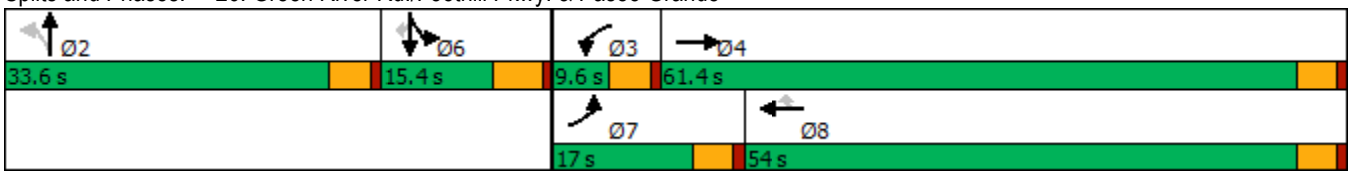
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	0	68.5	151.2	462.7
HCM LOS	-	F	F	F

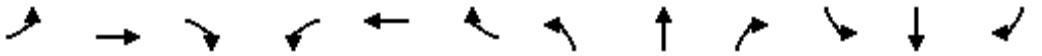
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	56%
Vol Thru, %	100%	0%	100%	0%	100%	0%	44%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	371	138	0	163	0	355	504
LT Vol	0	0	0	163	0	0	284
Through Vol	371	0	0	0	0	0	220
RT Vol	0	138	0	0	0	355	0
Lane Flow Rate	571	212	0	251	0	546	775
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	1.343	0.458	0	0.571	0	1.062	1.958
Departure Headway (Hd)	10.194	9.457	14.049	9.467	8.939	8.199	9.789
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	360	384	0	384	0	448	380
Service Time	7.894	7.157	11.749	7.167	6.639	5.899	7.489
HCM Lane V/C Ratio	1.586	0.552	0	0.654	0	1.219	2.039
HCM Control Delay	200.1	19.9	16.7	24	11.6	89	462.7
HCM Lane LOS	F	C	N	C	N	F	F
HCM 95th-tile Q	22.9	2.3	0	3.4	0	15	49.5

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	309	364	1	1572	82	1	46	0	294
Future Volume (vph)	309	364	1	1572	82	1	46	0	294
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8		2	6	6	
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	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	21.7	9.6	32.7	32.7	31.7	15.4	15.4	15.4
Total Split (s)	17.0	61.4	9.6	54.0	54.0	33.6	15.4	15.4	15.4
Total Split (%)	14.2%	51.2%	8.0%	45.0%	45.0%	28.0%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.4	4.4	4.4
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.4	65.7	5.1	50.1	50.1	12.8	10.2	10.2	10.2
Actuated g/C Ratio	0.13	0.71	0.06	0.54	0.54	0.14	0.11	0.11	0.11
v/c Ratio	0.73	0.16	0.01	0.89	0.10	0.00	0.26	0.28	0.28
Control Delay	50.2	7.2	48.0	27.9	0.6	35.0	45.1	1.2	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	7.2	48.0	27.9	0.6	35.0	45.1	1.2	1.2
LOS	D	A	D	C	A	C	D	A	A
Approach Delay		26.9		26.6		35.0		7.1	
Approach LOS		C		C		C		A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 92.6		
Natural Cycle: 120		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.89		
Intersection Signal Delay: 24.2	Intersection LOS: C	
Intersection Capacity Utilization 76.3%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	364	1	1	1572	82	0	1	0	46	0	294
Future Volume (veh/h)	309	364	1	1	1572	82	0	1	0	46	0	294
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	336	396	1	1	1709	75	0	1	0	50	0	165
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	2396	6	2	1921	857	0	5	0	203	0	362
Arrive On Green	0.12	0.66	0.66	0.00	0.54	0.54	0.00	0.00	0.00	0.11	0.00	0.11
Sat Flow, veh/h	3456	3636	9	1781	3554	1585	0	1870	0	1781	0	3170
Grp Volume(v), veh/h	336	193	204	1	1709	75	0	1	0	50	0	165
Grp Sat Flow(s),veh/h/ln	1728	1777	1869	1781	1777	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	8.3	3.6	3.6	0.0	37.1	2.0	0.0	0.0	0.0	2.2	0.0	4.2
Cycle Q Clear(g_c), s	8.3	3.6	3.6	0.0	37.1	2.0	0.0	0.0	0.0	2.2	0.0	4.2
Prop In Lane	1.00		0.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	1171	1231	2	1921	857	0	5	0	203	0	362
V/C Ratio(X)	0.81	0.17	0.17	0.41	0.89	0.09	0.00	0.19	0.00	0.25	0.00	0.46
Avail Cap(c_a), veh/h	492	1171	1231	102	2012	897	0	621	0	205	0	364
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	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.4	5.7	5.7	43.4	17.7	9.6	0.0	43.3	0.0	35.1	0.0	36.0
Incr Delay (d2), s/veh	7.2	0.1	0.1	36.0	5.2	0.0	0.0	17.5	0.0	0.6	0.0	0.9
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	3.8	1.2	1.2	0.0	15.0	0.7	0.0	0.0	0.0	1.0	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	5.8	5.7	79.5	22.9	9.7	0.0	60.8	0.0	35.8	0.0	36.9
LnGrp LOS	D	A	A	E	C	A	A	E	A	D	A	D
Approach Vol, veh/h		733			1785			1			215	
Approach Delay, s/veh		23.6			22.4			60.8			36.7	
Approach LOS		C			C			E			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.7	62.1		15.3	15.0	51.8				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 29	5.0	* 57		10.0	12.4	* 49				
Max Q Clear Time (g_c+I1), s		2.0	2.0	5.6		6.2	10.3	39.1				
Green Ext Time (p_c), s		0.0	0.0	2.6		0.2	0.2	8.0				

Intersection Summary		
HCM 6th Ctrl Delay	23.8	
HCM 6th LOS	C	

Notes

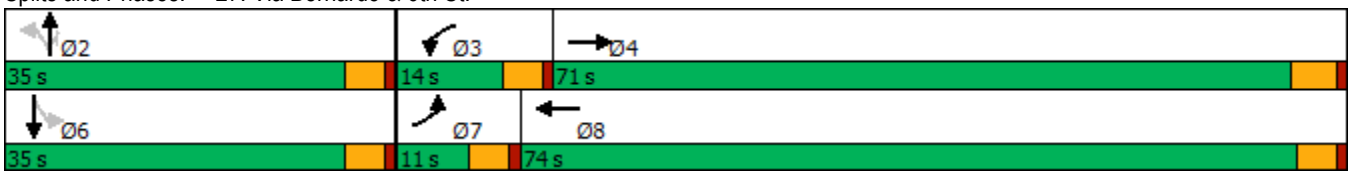
User approved volume balancing among the lanes for turning movement.

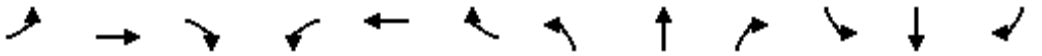
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	3	520	75	1621	185	0	105	
Future Volume (vph)	3	520	75	1621	185	0	105	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	11.0	71.0	14.0	74.0	35.0	35.0	35.0	35.0
Total Split (%)	9.2%	59.2%	11.7%	61.7%	29.2%	29.2%	29.2%	29%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.4	46.3	8.3	55.3		19.1	19.1	
Actuated g/C Ratio	0.06	0.54	0.10	0.64		0.22	0.22	
v/c Ratio	0.03	0.35	0.48	0.77		0.64	0.26	
Control Delay	50.3	12.6	53.9	15.2		43.8	8.3	
Queue Delay	0.0	0.0	0.0	0.2		0.0	0.0	
Total Delay	50.3	12.6	53.9	15.4		43.8	8.3	
LOS	D	B	D	B		D	A	
Approach Delay		12.8		17.1		31.0		
Approach LOS		B		B		C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	520	76	75	1621	0	185	0	105	0	0	0
Future Volume (veh/h)	3	520	76	75	1621	0	185	0	105	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	565	81	82	1762	0	201	0	87	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1826	261	106	2279	0	340	0	280	0	331	0
Arrive On Green	0.00	0.59	0.59	0.06	0.64	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	3117	445	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	3	321	325	82	1762	0	201	0	87	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.1	7.3	7.4	3.6	28.3	0.0	10.9	0.0	3.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	7.3	7.4	3.6	28.3	0.0	10.9	0.0	3.8	0.0	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	7	1041	1046	106	2279	0	340	0	280	0	331	0
V/C Ratio(X)	0.42	0.31	0.31	0.78	0.77	0.00	0.59	0.00	0.31	0.00	0.00	0.00
Avail Cap(c_a), veh/h	144	1457	1464	211	3065	0	624	0	598	0	705	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	39.9	8.4	8.4	37.3	10.3	0.0	31.7	0.0	28.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	13.7	0.2	0.2	4.5	0.9	0.0	1.6	0.0	0.6	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	2.4	2.5	1.7	9.2	0.0	3.8	0.0	1.5	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	8.6	8.6	41.8	11.1	0.0	33.4	0.0	29.4	0.0	0.0	0.0
LnGrp LOS	D	A	A	D	B	A	C	A	C	A	A	A
Approach Vol, veh/h		649			1844			288			0	
Approach Delay, s/veh		8.8			12.5			32.2			0.0	
Approach LOS		A			B			C				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.9	9.3	52.2		18.9	4.8	56.6				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 30	9.5	65.9		* 30	6.5	* 69				
Max Q Clear Time (g_c+I1), s		12.9	5.6	9.4		0.0	2.1	30.3				
Green Ext Time (p_c), s		1.3	0.0	4.4		0.0	0.0	21.2				

Intersection Summary		
HCM 6th Ctrl Delay		13.7
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	77	2	24	223	55	39	163	119	16	53	41
Future Vol, veh/h	21	77	2	24	223	55	39	163	119	16	53	41
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	84	2	26	242	60	42	177	129	17	58	45
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.3	12.7	13.3	9.9
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	12%	21%	10%	0%	15%
Vol Thru, %	51%	77%	90%	0%	48%
Vol Right, %	37%	2%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	321	100	247	55	110
LT Vol	39	21	24	0	16
Through Vol	163	77	223	0	53
RT Vol	119	2	0	55	41
Lane Flow Rate	349	109	268	60	120
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.501	0.179	0.449	0.087	0.184
Departure Headway (Hd)	5.172	5.912	6.022	5.263	5.552
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	698	605	599	680	644
Service Time	3.21	3.959	3.759	3	3.601
HCM Lane V/C Ratio	0.5	0.18	0.447	0.088	0.186
HCM Control Delay	13.3	10.3	13.6	8.5	9.9
HCM Lane LOS	B	B	B	A	A
HCM 95th-tile Q	2.8	0.6	2.3	0.3	0.7

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	228	709	139	16	19
Future Vol, veh/h	16	228	709	139	16	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	278	865	170	20	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1035	0	-	0	1268	950
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	672	-	-	-	186	315
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	672	-	-	-	179	315
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	23.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	672	-	-	-	234
HCM Lane V/C Ratio	0.029	-	-	-	0.182
HCM Control Delay (s)	10.5	0	-	-	23.8
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	359	43	47	662	56	86
Future Vol, veh/h	359	43	47	662	56	86
Conflicting Peds, #/hr	0	7	0	0	0	31
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	390	47	51	720	61	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	444	0	883	257
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1112	-	285	742
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1105	-	261	715
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	555	-

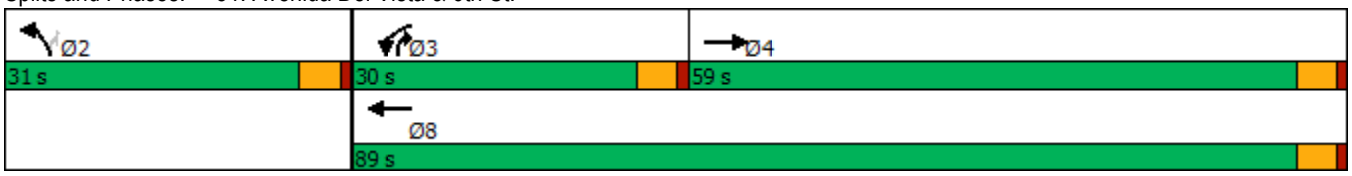
Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	424	-	-	1105	-
HCM Lane V/C Ratio	0.364	-	-	0.046	-
HCM Control Delay (s)	18.3	-	-	8.4	0.3
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	616	166	1439	212	225
Future Volume (vph)	616	166	1439	212	225
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	25.7	12.1	42.7	12.7	29.9
Actuated g/C Ratio	0.39	0.18	0.65	0.19	0.46
v/c Ratio	0.55	0.56	0.69	0.35	0.31
Control Delay	17.3	34.4	9.1	26.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	34.4	9.1	26.9	7.2
LOS	B	C	A	C	A
Approach Delay	17.3		11.7	16.8	
Approach LOS	B		B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	616	57	166	1439	212	225
Future Volume (veh/h)	616	57	166	1439	212	225
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	684	63	184	1599	236	250
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1503	138	232	2353	642	501
Arrive On Green	0.46	0.46	0.13	0.66	0.19	0.19
Sat Flow, veh/h	3379	302	1781	3647	3456	1585
Grp Volume(v), veh/h	370	377	184	1599	236	250
Grp Sat Flow(s),veh/h/ln	1777	1811	1781	1777	1728	1585
Q Serve(g_s), s	8.8	8.8	6.2	17.1	3.7	7.9
Cycle Q Clear(g_c), s	8.8	8.8	6.2	17.1	3.7	7.9
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	813	828	232	2353	642	501
V/C Ratio(X)	0.45	0.46	0.79	0.68	0.37	0.50
Avail Cap(c_a), veh/h	1561	1591	732	4848	1471	881
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	11.5	11.5	26.1	6.4	22.0	17.2
Incr Delay (d2), s/veh	0.4	0.4	2.3	0.3	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.2	2.6	4.3	1.4	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	11.9	28.4	6.8	22.3	17.9
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	747			1783	486	
Approach Delay, s/veh	11.9			9.0	20.1	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.2	12.7	33.0		45.6
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		9.9	8.2	10.8		19.1
Green Ext Time (p_c), s		1.6	0.2	5.5		21.8

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	39.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	125	47	71	198	178	18	185	33	98	165	55
Future Vol, veh/h	84	125	47	71	198	178	18	185	33	98	165	55
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	156	59	89	248	223	23	231	41	123	206	69
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

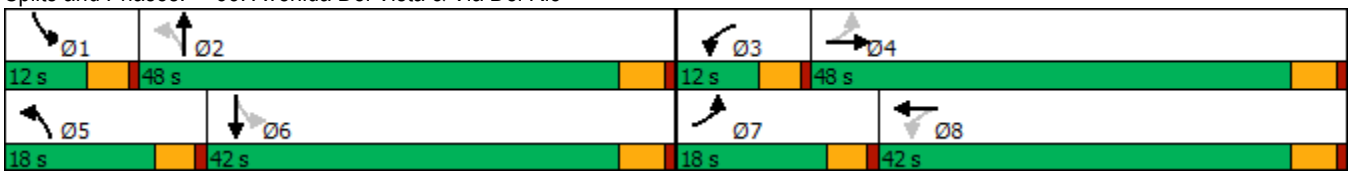
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	23.7	66.9	25.6	22.5
HCM LOS	C	F	D	C

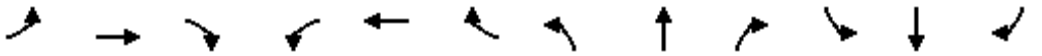
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	40%	0%	100%	0%	100%	0%
Vol Thru, %	0%	85%	60%	0%	0%	53%	0%	75%
Vol Right, %	0%	15%	0%	100%	0%	47%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	218	209	47	71	376	98	220
LT Vol	18	0	84	0	71	0	98	0
Through Vol	0	185	125	0	0	198	0	165
RT Vol	0	33	0	47	0	178	0	55
Lane Flow Rate	22	272	261	59	89	470	122	275
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.058	0.654	0.64	0.129	0.215	1.026	0.309	0.641
Departure Headway (Hd)	9.454	8.823	8.993	8.054	8.718	7.857	9.276	8.574
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	411	405	448	414	465	390	424
Service Time	7.154	6.523	6.693	5.754	6.418	5.557	6.976	6.274
HCM Lane V/C Ratio	0.058	0.662	0.644	0.132	0.215	1.011	0.313	0.649
HCM Control Delay	12.7	26.7	26.4	11.9	13.8	76.9	16.1	25.4
HCM Lane LOS	B	D	D	B	B	F	C	D
HCM 95th-tile Q	0.2	4.5	4.3	0.4	0.8	14	1.3	4.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	112	279	51	616	145	122	27	47
Future Volume (vph)	112	279	51	616	145	122	27	47
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	18.0	48.0	12.0	42.0	18.0	48.0	12.0	42.0
Total Split (%)	15.0%	40.0%	10.0%	35.0%	15.0%	40.0%	10.0%	35.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	35.2	29.1	27.7	21.2	28.5	24.4	19.2	12.9
Actuated g/C Ratio	0.48	0.39	0.38	0.29	0.39	0.33	0.26	0.18
v/c Ratio	0.35	0.24	0.12	0.71	0.44	0.33	0.08	0.67
Control Delay	14.4	17.0	12.3	28.3	20.9	21.7	17.5	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	17.0	12.3	28.3	20.9	21.7	17.5	18.1
LOS	B	B	B	C	C	C	B	B
Approach Delay		16.3		27.2		21.3		18.0
Approach LOS		B		C		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	279	29	51	616	36	145	122	58	27	47	234
Future Volume (veh/h)	112	279	29	51	616	36	145	122	58	27	47	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.99	0.99		0.93	0.99		0.99	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	303	27	55	670	37	158	133	49	29	51	166
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1031	91	468	984	54	391	349	129	403	79	257
Arrive On Green	0.07	0.31	0.31	0.05	0.29	0.29	0.09	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	1781	3299	292	1781	3408	188	1781	1300	479	1781	382	1245
Grp Volume(v), veh/h	122	162	168	55	349	358	158	0	182	29	0	217
Grp Sat Flow(s),veh/h/ln	1781	1777	1814	1781	1777	1819	1781	0	1779	1781	0	1627
Q Serve(g_s), s	2.7	4.0	4.0	1.2	10.0	10.1	3.8	0.0	4.8	0.7	0.0	7.1
Cycle Q Clear(g_c), s	2.7	4.0	4.0	1.2	10.0	10.1	3.8	0.0	4.8	0.7	0.0	7.1
Prop In Lane	1.00		0.16	1.00		0.10	1.00		0.27	1.00		0.76
Lane Grp Cap(c), veh/h	340	555	567	468	513	525	391	0	478	403	0	335
V/C Ratio(X)	0.36	0.29	0.30	0.12	0.68	0.68	0.40	0.00	0.38	0.07	0.00	0.65
Avail Cap(c_a), veh/h	621	1320	1347	606	1135	1162	635	0	1322	574	0	1039
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	1.00
Uniform Delay (d), s/veh	13.6	15.0	15.0	13.1	18.2	18.2	15.4	0.0	17.2	17.0	0.0	21.0
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.0	1.6	1.6	0.3	0.0	0.5	0.0	0.0	2.1
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	0.9	1.5	1.5	0.4	3.8	3.9	1.4	0.0	1.8	0.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	15.3	15.3	13.1	19.8	19.8	15.6	0.0	17.7	17.1	0.0	23.1
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	C
Approach Vol, veh/h		452			762			340			246	
Approach Delay, s/veh		14.9			19.3			16.7			22.4	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	20.6	7.5	23.1	10.1	17.0	8.9	21.8
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	7.4	42.9	7.4	42.9	13.4	36.9	13.4	36.9
Max Q Clear Time (g_c+I1), s	2.7	6.8	3.2	6.0	5.8	9.1	4.7	12.1
Green Ext Time (p_c), s	0.0	1.1	0.0	2.0	0.1	1.3	0.1	4.4

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	231	9	31	285	84	16	49	22	84	21	24
Future Vol, veh/h	27	231	9	31	285	84	16	49	22	84	21	24
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	251	10	34	310	91	17	53	24	91	23	26
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

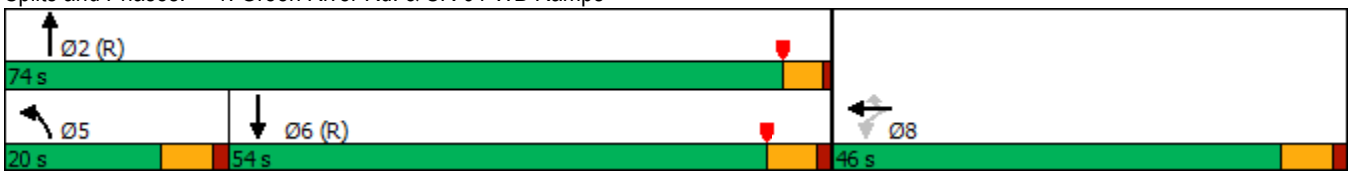
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	13.2	13.6	10.2	10.9
HCM LOS	B	B	B	B

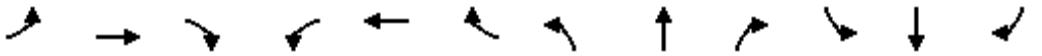
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	18%	10%	0%	10%	0%	65%
Vol Thru, %	56%	90%	0%	90%	0%	16%
Vol Right, %	25%	0%	100%	0%	100%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	258	9	316	84	129
LT Vol	16	27	0	31	0	84
Through Vol	49	231	0	285	0	21
RT Vol	22	0	9	0	84	24
Lane Flow Rate	95	280	10	343	91	140
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.158	0.456	0.014	0.543	0.125	0.234
Departure Headway (Hd)	6.001	5.855	5.093	5.69	4.932	6.019
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	597	614	702	635	726	596
Service Time	4.052	3.592	2.83	3.425	2.666	4.067
HCM Lane V/C Ratio	0.159	0.456	0.014	0.54	0.125	0.235
HCM Control Delay	10.2	13.4	7.9	15	8.4	10.9
HCM Lane LOS	B	B	A	B	A	B
HCM 95th-tile Q	0.6	2.4	0	3.3	0.4	0.9

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	350	21	201	448	296	364
Future Volume (vph)	350	21	201	448	296	364
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	46.0	46.0	46.0	20.0	74.0	54.0
Total Split (%)	38.3%	38.3%	38.3%	16.7%	61.7%	45.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	21.1	21.1	21.1	16.2	88.3	64.6
Actuated g/C Ratio	0.18	0.18	0.18	0.14	0.74	0.54
v/c Ratio	0.68	0.68	0.48	0.72	0.24	0.29
Control Delay	57.0	56.8	8.5	53.4	5.1	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	56.8	8.5	53.4	5.1	15.4
LOS	E	E	A	D	A	B
Approach Delay		39.9			34.2	15.4
Approach LOS		D			C	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	350	21	201	448	296	0	0	364	138
Future Volume (veh/h)	0	0	0	350	21	201	448	296	0	0	364	138
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				396	0	115	487	322	0	0	396	80
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				497	0	221	561	1422	0	0	1767	354
Arrive On Green				0.14	0.00	0.14	0.19	1.00	0.00	0.00	0.60	0.60
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	3044	591
Grp Volume(v), veh/h				396	0	115	487	322	0	0	237	239
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1764
Q Serve(g_s), s				12.9	0.0	8.1	11.3	0.0	0.0	0.0	7.4	7.5
Cycle Q Clear(g_c), s				12.9	0.0	8.1	11.3	0.0	0.0	0.0	7.4	7.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.33
Lane Grp Cap(c), veh/h				497	0	221	561	1422	0	0	1064	1056
V/C Ratio(X)				0.80	0.00	0.52	0.87	0.23	0.00	0.00	0.22	0.23
Avail Cap(c_a), veh/h				1188	0	528	586	1422	0	0	1064	1056
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.89	0.89	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	0.0	47.9	48.0	0.0	0.0	0.0	11.1	11.2
Incr Delay (d2), s/veh				3.0	0.0	1.9	10.9	0.3	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				6.0	0.0	3.3	4.9	0.1	0.0	0.0	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				53.0	0.0	49.8	58.9	0.3	0.0	0.0	11.6	11.7
LnGrp LOS				D	A	D	E	A	A	A	B	B
Approach Vol, veh/h					511			809			476	
Approach Delay, s/veh					52.2			35.6			11.6	
Approach LOS					D			D			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	97.3		19.4	77.9		22.7						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 69		14.0	48.0		40.0						
Max Q Clear Time (g_c+I1), s	2.0		13.3	9.5		14.9						
Green Ext Time (p_c), s	2.2		0.1	3.2		1.8						

Intersection Summary		
HCM 6th Ctrl Delay	34.0	
HCM 6th LOS	C	

Notes

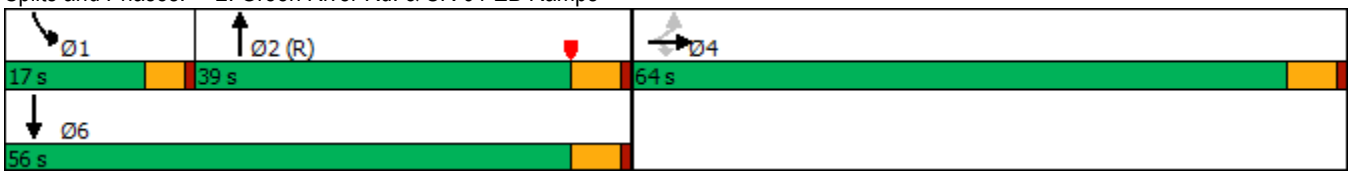
User approved volume balancing among the lanes for turning movement.

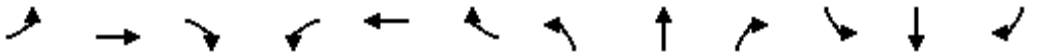
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	3	1527	570	171	543
Future Volume (vph)	3	1527	570	171	543
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	64.0	64.0	39.0	17.0	56.0
Total Split (%)	53.3%	53.3%	32.5%	14.2%	46.7%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	Max
Act Effct Green (s)	58.5	58.5	33.5	12.5	50.5
Actuated g/C Ratio	0.49	0.49	0.28	0.10	0.42
v/c Ratio	0.21	1.00	0.46	0.94	0.37
Control Delay	18.3	48.0	36.0	104.1	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	48.0	36.0	104.1	30.8
LOS	B	D	D	F	C
Approach Delay	44.9		36.0		48.4
Approach LOS	D		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 43.9	Intersection LOS: D
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	3	1527	0	0	0	0	570	72	171	543	0
Future Volume (veh/h)	173	3	1527	0	0	0	0	570	72	171	543	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	175	3	1082				0	576	46	173	548	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	743	13	1183				0	1652	131	186	1720	0
Arrive On Green	0.42	0.42	0.42				0.00	0.34	0.34	0.10	0.48	0.00
Sat Flow, veh/h	1753	30	2790				0	4992	382	1781	3647	0
Grp Volume(v), veh/h	178	0	1082				0	405	217	173	548	0
Grp Sat Flow(s),veh/h/ln	1783	0	1395				0	1702	1802	1781	1777	0
Q Serve(g_s), s	7.7	0.0	43.8				0.0	10.7	10.8	11.6	11.3	0.0
Cycle Q Clear(g_c), s	7.7	0.0	43.8				0.0	10.7	10.8	11.6	11.3	0.0
Prop In Lane	0.98		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	756	0	1183				0	1166	617	186	1720	0
V/C Ratio(X)	0.24	0.00	0.91				0.00	0.35	0.35	0.93	0.32	0.00
Avail Cap(c_a), veh/h	869	0	1360				0	1166	617	186	1720	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	0.92	0.92	0.00
Uniform Delay (d), s/veh	22.1	0.0	32.5				0.0	29.4	29.5	53.3	18.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	9.0				0.0	0.8	1.6	44.6	0.4	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	3.3	0.0	15.9				0.0	4.5	5.0	7.5	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	41.4				0.0	30.3	31.1	97.9	19.3	0.0
LnGrp LOS	C	A	D				A	C	C	F	B	A
Approach Vol, veh/h		1260						622			721	
Approach Delay, s/veh		38.7						30.5			38.2	
Approach LOS		D						C			D	

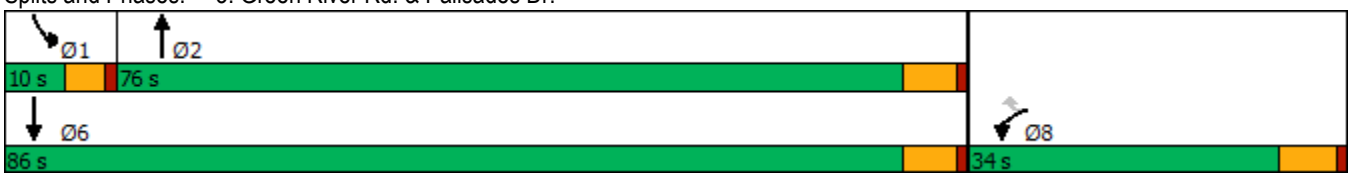
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.0	46.6		56.4		63.6
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	12.5	33.5		58.5		50.5
Max Q Clear Time (g_c+I1), s	13.6	12.8		45.8		13.3
Green Ext Time (p_c), s	0.0	4.0		5.1		4.2

Intersection Summary		
HCM 6th Ctrl Delay		36.6
HCM 6th LOS		D

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	15	111	431	162	1636
Future Volume (vph)	15	111	431	162	1636
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	34.0	34.0	76.0	10.0	86.0
Total Split (%)	28.3%	28.3%	63.3%	8.3%	71.7%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	13.0	13.0	21.6	5.9	34.6
Actuated g/C Ratio	0.24	0.24	0.40	0.11	0.65
v/c Ratio	0.03	0.24	0.24	0.85	0.51
Control Delay	19.3	6.3	11.6	69.2	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	6.3	11.6	69.2	8.5
LOS	B	A	B	E	A
Approach Delay	7.8		11.6		13.9
Approach LOS	A		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 53.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	111	431	41	162	1636
Future Volume (veh/h)	15	111	431	41	162	1636
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	86	444	38	167	1687
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1970	166	192	3115
Arrive On Green	0.15	0.15	0.41	0.41	0.11	0.61
Sat Flow, veh/h	1781	1585	4964	405	1781	5274
Grp Volume(v), veh/h	15	86	314	168	167	1687
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1797	1781	1702
Q Serve(g_s), s	0.4	2.4	3.0	3.1	4.6	9.6
Cycle Q Clear(g_c), s	0.4	2.4	3.0	3.1	4.6	9.6
Prop In Lane	1.00	1.00		0.23	1.00	
Lane Grp Cap(c), veh/h	268	239	1398	738	192	3115
V/C Ratio(X)	0.06	0.36	0.22	0.23	0.87	0.54
Avail Cap(c_a), veh/h	988	879	4766	2516	192	8167
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.2	19.1	9.6	9.6	22.0	5.7
Incr Delay (d2), s/veh	0.1	0.9	0.1	0.2	31.3	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	0.1	0.8	0.8	0.9	3.3	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.3	20.0	9.7	9.8	53.3	5.8
LnGrp LOS	B	C	A	A	D	A
Approach Vol, veh/h	101		482			1854
Approach Delay, s/veh	19.8		9.7			10.1
Approach LOS	B		A			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.0	26.4				36.4	13.8
Change Period (Y+Rc), s	4.6	5.8				5.8	6.2
Max Green Setting (Gmax), s	5.4	70.2				80.2	27.8
Max Q Clear Time (g_c+I1), s	6.6	5.1				11.6	4.4
Green Ext Time (p_c), s	0.0	3.0				18.9	0.2

Intersection Summary		
HCM 6th Ctrl Delay	10.4	
HCM 6th LOS	B	

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	252	0	43	144	0	40
Future Vol, veh/h	252	0	43	144	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	274	0	47	157	0	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	274	0	525	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1289	-	513	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	492	765
Mov Cap-2 Maneuver	-	-	-	-	492	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	759	-

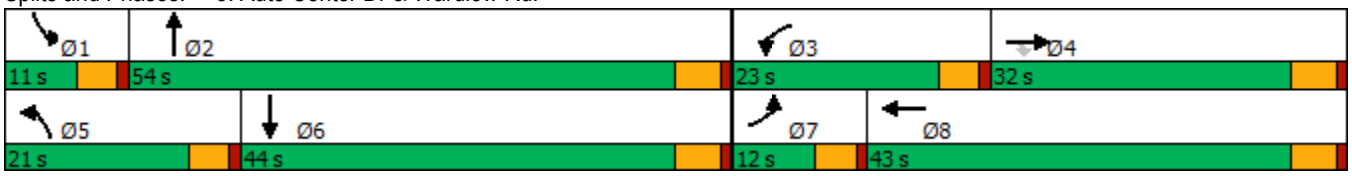
Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	10
HCM LOS			B

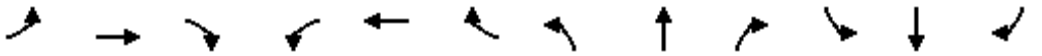
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	-	-	1289	-
HCM Lane V/C Ratio	0.057	-	-	0.036	-
HCM Control Delay (s)	10	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	30	12	154	151	3	153	559	13	897
Future Volume (vph)	30	12	154	151	3	153	559	13	897
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	12.0	32.0	32.0	23.0	43.0	21.0	54.0	11.0	44.0
Total Split (%)	10.0%	26.7%	26.7%	19.2%	35.8%	17.5%	45.0%	9.2%	36.7%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.2	12.5	12.5	12.9	26.1	13.0	49.5	5.6	33.5
Actuated g/C Ratio	0.07	0.14	0.14	0.14	0.28	0.14	0.54	0.06	0.36
v/c Ratio	0.28	0.05	0.44	0.66	0.04	0.67	0.35	0.13	0.80
Control Delay	52.9	39.1	8.4	53.5	15.3	54.3	14.2	51.1	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Total Delay	52.9	39.1	8.4	53.5	15.3	54.3	15.1	51.1	32.8
LOS	D	D	A	D	B	D	B	D	C
Approach Delay		17.2			49.4		22.9		33.0
Approach LOS		B			D		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	12	154	151	3	16	153	559	50	13	897	41
Future Volume (veh/h)	30	12	154	151	3	16	153	559	50	13	897	41
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	13	107	164	3	9	166	608	47	14	975	42
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	251	212	205	89	266	207	1551	120	30	1266	55
Arrive On Green	0.03	0.13	0.13	0.12	0.22	0.22	0.12	0.46	0.46	0.02	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	412	1236	1781	3343	258	1781	3471	150
Grp Volume(v), veh/h	33	13	107	164	0	12	166	323	332	14	499	518
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1648	1781	1777	1824	1781	1777	1843
Q Serve(g_s), s	1.3	0.4	4.5	6.4	0.0	0.4	6.5	8.6	8.6	0.6	17.8	17.8
Cycle Q Clear(g_c), s	1.3	0.4	4.5	6.4	0.0	0.4	6.5	8.6	8.6	0.6	17.8	17.8
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.14	1.00		0.08
Lane Grp Cap(c), veh/h	60	251	212	205	0	355	207	824	846	30	648	672
V/C Ratio(X)	0.55	0.05	0.50	0.80	0.00	0.03	0.80	0.39	0.39	0.46	0.77	0.77
Avail Cap(c_a), veh/h	183	700	593	456	0	869	407	1209	1241	159	962	998
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	27.1	28.9	31.0	0.0	22.3	31.0	12.6	12.6	35.0	20.2	20.2
Incr Delay (d2), s/veh	2.9	0.1	1.8	2.7	0.0	0.0	2.8	0.3	0.3	4.1	2.2	2.2
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	1.8	2.8	0.0	0.2	2.8	3.1	3.2	0.3	7.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	27.2	30.7	33.7	0.0	22.3	33.7	12.9	12.9	39.0	22.4	22.3
LnGrp LOS	D	C	C	C	A	C	C	B	B	D	C	C
Approach Vol, veh/h		153			176			821			1031	
Approach Delay, s/veh		31.8			32.9			17.1			22.6	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	38.4	12.9	14.7	12.9	31.3	7.0	20.6
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	6.4	48.9	18.4	26.9	16.4	38.9	7.4	37.9
Max Q Clear Time (g_c+I1), s	2.6	10.6	8.4	6.5	8.5	19.8	3.3	2.4
Green Ext Time (p_c), s	0.0	4.3	0.2	0.3	0.1	6.4	0.0	0.0

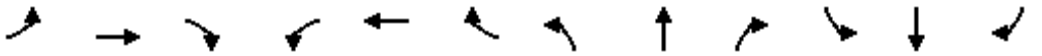
Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	449	0	95	197	667	660
Future Volume (vph)	449	0	95	197	667	660
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	21.2	21.2	21.2	20.0	58.8	38.8
Total Split (%)	26.5%	26.5%	26.5%	25.0%	73.5%	48.5%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	14.3	14.3	14.3	13.5	55.5	37.4
Actuated g/C Ratio	0.18	0.18	0.18	0.17	0.69	0.47
v/c Ratio	0.81	0.81	0.28	0.72	0.30	0.85
Control Delay	53.0	53.0	8.3	48.9	3.2	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.7
Total Delay	53.0	53.0	8.3	48.9	3.2	75.1
LOS	D	D	A	D	A	E
Approach Delay		45.2			13.6	75.1
Approach LOS		D			B	E

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 48.5	Intersection LOS: D
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	449	0	95	197	667	0	0	660	542
Future Volume (veh/h)	0	0	0	449	0	95	197	667	0	0	660	542
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				488	0	62	214	725	0	0	717	486
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				581	0	259	250	2521	0	0	1039	700
Arrive On Green				0.16	0.00	0.16	0.28	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3563	0	1585	1781	3647	0	0	2125	1368
Grp Volume(v), veh/h				488	0	62	214	725	0	0	626	577
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1623
Q Serve(g_s), s				10.6	0.0	2.7	9.1	0.0	0.0	0.0	21.3	21.5
Cycle Q Clear(g_c), s				10.6	0.0	2.7	9.1	0.0	0.0	0.0	21.3	21.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.84
Lane Grp Cap(c), veh/h				581	0	259	250	2521	0	0	909	830
V/C Ratio(X)				0.84	0.00	0.24	0.86	0.29	0.00	0.00	0.69	0.69
Avail Cap(c_a), veh/h				708	0	315	343	2521	0	0	909	830
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	0.60	0.60
Uniform Delay (d), s/veh				32.5	0.0	29.2	28.0	0.0	0.0	0.0	14.7	14.8
Incr Delay (d2), s/veh				6.4	0.0	0.2	12.1	0.2	0.0	0.0	2.6	2.9
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				4.8	0.0	1.0	4.0	0.1	0.0	0.0	8.1	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.8	0.0	29.3	40.1	0.2	0.0	0.0	17.3	17.7
LnGrp LOS				D	A	C	D	A	A	A	B	B
Approach Vol, veh/h					550			939			1203	
Approach Delay, s/veh					37.8			9.3			17.5	
Approach LOS					D			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	61.6		15.8	45.8		18.4						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	53.9		15.4	33.9		15.9						
Max Q Clear Time (g_c+I1), s	2.0		11.1	23.5		12.6						
Green Ext Time (p_c), s	3.5		0.2	4.1		0.4						

Intersection Summary		
HCM 6th Ctrl Delay	18.8	
HCM 6th LOS	B	

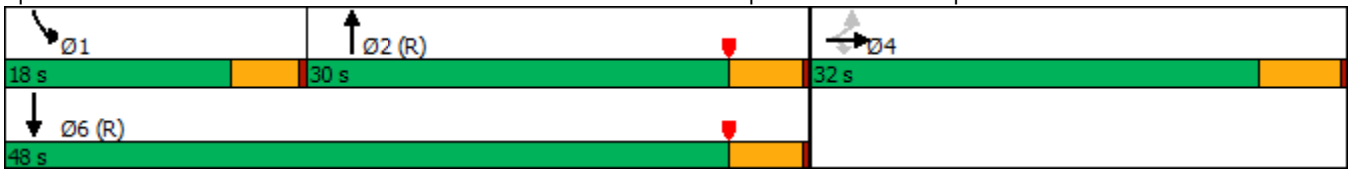
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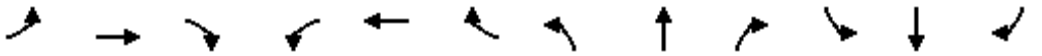
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	445	65	930	420	335	773
Future Volume (vph)	445	65	930	420	335	773
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	32.0	32.0	32.0	30.0	18.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	37.5%	22.5%	60.0%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	26.7	26.7	26.7	25.1	13.4	43.1
Actuated g/C Ratio	0.33	0.33	0.33	0.31	0.17	0.54
v/c Ratio	0.49	0.49	1.63	0.56	1.23	0.44
Control Delay	24.9	24.8	311.9	15.2	145.8	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	24.8	311.9	15.2	145.8	15.6
LOS	C	C	F	B	F	B
Approach Delay		210.2		15.2		55.0
Approach LOS		F		B		D

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 109.9	Intersection LOS: F
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	445	65	930	0	0	0	0	420	464	335	773	0
Future Volume (veh/h)	445	65	930	0	0	0	0	420	464	335	773	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	535	0	603				0	457	357	364	840	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1189	0	529				0	1068	490	298	1915	0
Arrive On Green	0.33	0.00	0.33				0.00	0.31	0.31	0.34	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1562	1781	3647	0
Grp Volume(v), veh/h	535	0	603				0	457	357	364	840	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1562	1781	1777	0
Q Serve(g_s), s	9.4	0.0	26.7				0.0	8.5	16.3	13.4	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	26.7				0.0	8.5	16.3	13.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1189	0	529				0	1068	490	298	1915	0
V/C Ratio(X)	0.45	0.00	1.14				0.00	0.43	0.73	1.22	0.44	0.00
Avail Cap(c_a), veh/h	1189	0	529				0	1068	490	298	1915	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.81	0.81	0.42	0.42	0.00
Uniform Delay (d), s/veh	20.9	0.0	26.6				0.0	21.8	24.4	26.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	83.8				0.0	1.0	7.5	111.5	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	3.8	0.0	21.8				0.0	3.3	6.6	13.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	110.4				0.0	22.8	31.9	138.1	0.3	0.0
LnGrp LOS	C	A	F				A	C	C	F	A	A
Approach Vol, veh/h		1138						814			1204	
Approach Delay, s/veh		68.4						26.8			42.0	
Approach LOS		E						C			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.0	30.0		32.0		48.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	13.4	25.1		26.7		43.1
Max Q Clear Time (g_c+I1), s	15.4	18.3		28.7		2.0
Green Ext Time (p_c), s	0.0	2.2		0.0		4.2

Intersection Summary		
HCM 6th Ctrl Delay		47.6
HCM 6th LOS		D

Notes

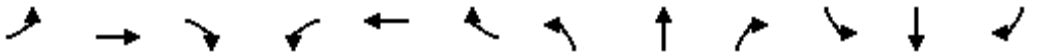
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	162	45	124	20	66	656	300	1304
Future Volume (vph)	162	45	124	20	66	656	300	1304
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	18.0	18.0	18.0	18.0	8.3	37.2	13.1	45.4
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.10	0.44	0.16	0.54
v/c Ratio	0.61	0.32	0.50	0.22	0.39	0.55	0.59	0.77
Control Delay	44.0	17.3	41.1	13.7	48.8	18.1	41.4	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.4	1.0	0.0	0.2
Total Delay	44.0	17.3	41.1	13.7	49.2	19.1	41.4	20.4
LOS	D	B	D	B	D	B	D	C
Approach Delay		32.1		29.9		21.4		24.1
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	45	85	124	20	65	66	656	157	300	1304	100
Future Volume (veh/h)	162	45	85	124	20	65	66	656	157	300	1304	100
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	47	80	129	21	52	69	683	161	312	1358	104
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	129	219	282	98	242	94	1325	312	421	1786	136
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.47	0.47	0.12	0.53	0.53
Sat Flow, veh/h	1327	621	1057	1262	472	1168	1781	2845	670	3456	3340	255
Grp Volume(v), veh/h	169	0	127	129	0	73	69	426	418	312	720	742
Grp Sat Flow(s),veh/h/ln	1327	0	1678	1262	0	1640	1781	1777	1738	1728	1777	1818
Q Serve(g_s), s	8.5	0.0	4.5	6.8	0.0	2.6	2.7	11.8	11.8	6.1	22.2	22.5
Cycle Q Clear(g_c), s	11.1	0.0	4.5	11.4	0.0	2.6	2.7	11.8	11.8	6.1	22.2	22.5
Prop In Lane	1.00		0.63	1.00		0.71	1.00		0.39	1.00		0.14
Lane Grp Cap(c), veh/h	329	0	348	282	0	340	94	827	810	421	950	972
V/C Ratio(X)	0.51	0.00	0.37	0.46	0.00	0.21	0.73	0.52	0.52	0.74	0.76	0.76
Avail Cap(c_a), veh/h	760	0	894	693	0	873	315	1266	1238	908	1418	1451
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	23.8	28.7	0.0	23.0	32.7	13.2	13.2	29.7	12.8	12.8
Incr Delay (d2), s/veh	1.2	0.0	0.6	1.2	0.0	0.3	4.1	0.5	0.5	1.0	1.3	1.4
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	2.7	0.0	1.8	2.1	0.0	1.0	1.2	4.2	4.1	2.5	7.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	24.5	29.9	0.0	23.4	36.8	13.7	13.7	30.7	14.1	14.2
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		296			202			913			1774	
Approach Delay, s/veh		27.0			27.5			15.4			17.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	37.7		19.2	8.3	42.6		19.2				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	18.4	49.9		* 37	12.4	55.9		* 37				
Max Q Clear Time (g_c+I1), s	8.1	13.8		13.1	4.7	24.5		13.4				
Green Ext Time (p_c), s	0.4	6.1		1.3	0.0	13.0		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		18.2	
HCM 6th LOS		B	

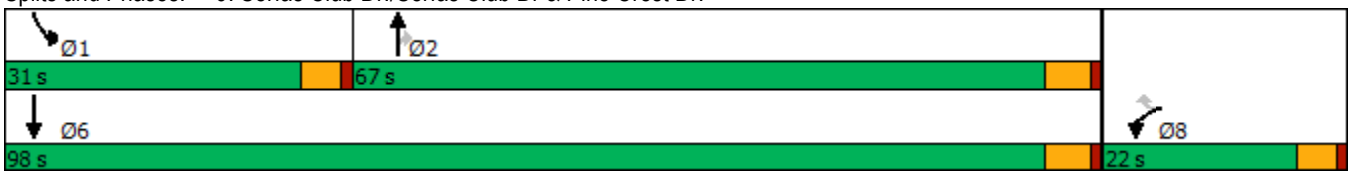
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	41	839	37	146	1367
Future Volume (vph)	51	41	839	37	146	1367
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	6.5	6.5	24.2	24.2	9.6	39.8
Actuated g/C Ratio	0.12	0.12	0.46	0.46	0.18	0.76
v/c Ratio	0.24	0.18	0.53	0.05	0.47	0.53
Control Delay	26.7	11.6	13.0	4.7	26.1	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	26.7	11.6	13.0	4.7	26.1	4.8
LOS	C	B	B	A	C	A
Approach Delay	20.1		12.7			6.9
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.7	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
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: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	51	41	839	37	146	1367
Future Volume (veh/h)	51	41	839	37	146	1367
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	42	865	37	151	1409
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	145	129	1597	697	198	2401
Arrive On Green	0.08	0.08	0.45	0.45	0.11	0.68
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	53	42	865	37	151	1409
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	1.1	1.0	7.1	0.5	3.3	8.5
Cycle Q Clear(g_c), s	1.1	1.0	7.1	0.5	3.3	8.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	145	129	1597	697	198	2401
V/C Ratio(X)	0.36	0.33	0.54	0.05	0.76	0.59
Avail Cap(c_a), veh/h	775	690	5504	2402	1177	8260
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	17.4	17.3	8.0	6.2	17.2	3.5
Incr Delay (d2), s/veh	0.6	0.5	0.3	0.0	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	1.8	0.1	1.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.9	17.9	8.3	6.2	19.5	3.7
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	95		902			1560
Approach Delay, s/veh	17.9		8.2			5.2
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.0	23.1			32.1	7.9
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9			92.9	17.4
Max Q Clear Time (g_c+I1), s	5.3	9.1			10.5	3.1
Green Ext Time (p_c), s	0.2	7.4			16.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	8	1	86	5	1
Future Vol, veh/h	170	8	1	86	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	185	9	1	93	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	194	0	285	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1379	-	705	852
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1379	-	704	852
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	928	-

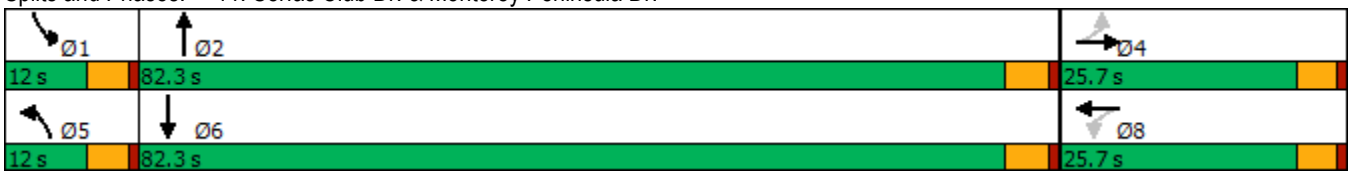
Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10
HCM LOS			B

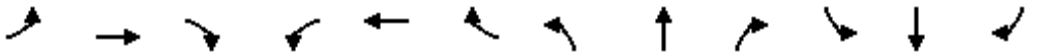
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	725	-	-	1379	-
HCM Lane V/C Ratio	0.009	-	-	0.001	-
HCM Control Delay (s)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	0	3	0	19	770	80	1240
Future Volume (vph)	76	0	3	0	19	770	80	1240
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	25.7	25.7	25.7	25.7	12.0	82.3	12.0	82.3
Total Split (%)	21.4%	21.4%	21.4%	21.4%	10.0%	68.6%	10.0%	68.6%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		12.1		12.1	5.9	73.0	7.3	80.6
Actuated g/C Ratio		0.11		0.11	0.06	0.68	0.07	0.75
v/c Ratio		0.45		0.15	0.21	0.33	0.69	1.00
Control Delay		25.7		4.6	54.9	7.7	78.0	40.3
Queue Delay		0.0		0.0	0.0	0.2	0.0	16.0
Total Delay		25.7		4.6	54.9	7.9	78.0	56.3
LOS		C		A	D	A	E	E
Approach Delay		25.7		4.6		9.0		57.5
Approach LOS		C		A		A		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 91.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	0	13	3	0	30	19	770	1	80	1240	98
Future Volume (veh/h)	76	0	13	3	0	30	19	770	1	80	1240	98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	0	3	3	0	21	20	802	1	83	1292	97
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	1	5	46	12	129	38	2585	3	106	1285	96
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	0.02	0.71	0.71	0.06	0.75	0.75
Sat Flow, veh/h	1388	14	53	74	126	1396	1781	3642	5	1781	1718	129
Grp Volume(v), veh/h	82	0	0	24	0	0	20	391	412	83	0	1389
Grp Sat Flow(s),veh/h/ln	1455	0	0	1595	0	0	1781	1777	1870	1781	0	1847
Q Serve(g_s), s	4.0	0.0	0.0	0.0	0.0	0.0	1.1	8.5	8.5	4.7	0.0	77.2
Cycle Q Clear(g_c), s	5.4	0.0	0.0	1.4	0.0	0.0	1.1	8.5	8.5	4.7	0.0	77.2
Prop In Lane	0.96		0.04	0.12		0.87	1.00		0.00	1.00		0.07
Lane Grp Cap(c), veh/h	203	0	0	186	0	0	38	1261	1327	106	0	1382
V/C Ratio(X)	0.40	0.00	0.00	0.13	0.00	0.00	0.53	0.31	0.31	0.79	0.00	1.01
Avail Cap(c_a), veh/h	359	0	0	362	0	0	128	1329	1398	128	0	1382
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	0.0	0.0	43.2	0.0	0.0	50.0	5.6	5.6	47.9	0.0	13.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	4.3	0.1	0.1	18.6	0.0	25.5
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	2.1	0.0	0.0	0.6	0.0	0.0	0.5	2.7	2.8	2.6	0.0	32.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	0.0	0.0	43.5	0.0	0.0	54.3	5.7	5.7	66.5	0.0	38.5
LnGrp LOS	D	A	A	D	A	A	D	A	A	E	A	F
Approach Vol, veh/h		82			24			823			1472	
Approach Delay, s/veh		46.1			43.5			6.9			40.1	
Approach LOS		D			D			A			D	

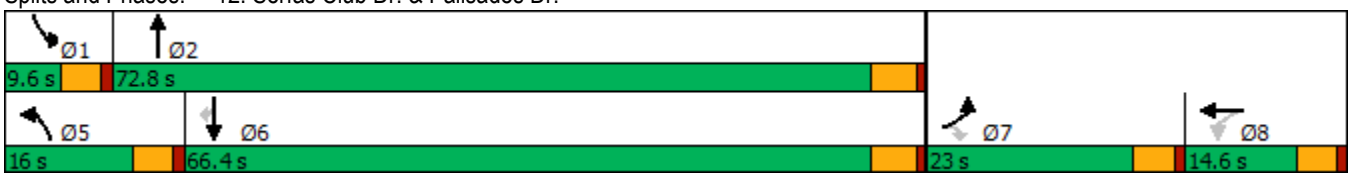
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	78.4		14.1	6.8	82.3		14.1				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	7.4	77.2		21.1	7.4	77.2		21.1				
Max Q Clear Time (g_c+I1), s	6.7	10.5		7.4	3.1	79.2		3.4				
Green Ext Time (p_c), s	0.0	5.7		0.3	0.0	0.0		0.1				

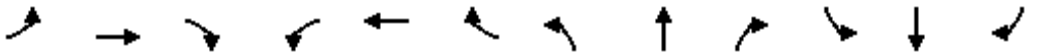
Intersection Summary			
HCM 6th Ctrl Delay		28.9	
HCM 6th LOS		C	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	327	49	9	464	1151	106		
Future Volume (vph)	327	49	9	464	1151	106		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	23.0	23.0	16.0	72.8	66.4	66.4	9.6	14.6
Total Split (%)	19.2%	19.2%	13.3%	60.7%	55.3%	55.3%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	13.8	13.8	5.3	63.5	61.6	61.6		
Actuated g/C Ratio	0.16	0.16	0.06	0.73	0.71	0.71		
v/c Ratio	0.63	0.14	0.08	0.19	0.91	0.10		
Control Delay	40.1	0.8	43.3	4.1	24.2	0.9		
Queue Delay	0.0	0.0	0.0	0.0	34.5	0.0		
Total Delay	40.1	0.8	43.3	4.1	58.7	0.9		
LOS	D	A	D	A	E	A		
Approach Delay				4.8	53.9			
Approach LOS				A	D			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 39.5	Intersection LOS: D
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	0	49	0	0	0	9	464	0	0	1151	106
Future Volume (veh/h)	327	0	49	0	0	0	9	464	0	0	1151	106
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	341	0	39	0	0	0	9	483	0	0	1199	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	445	0	0	0	2	0	20	2678	0	2	1284	1064
Arrive On Green	0.13	0.00	0.00	0.00	0.00	0.00	0.01	0.75	0.00	0.00	0.69	0.69
Sat Flow, veh/h	3456	341		0	-86037	0	1781	3647	0	1781	1870	1550
Grp Volume(v), veh/h	341	37.5		0	0	0	9	483	0	0	1199	98
Grp Sat Flow(s),veh/h/ln	1728	D		0	1870	0	1781	1777	0	1781	1870	1550
Q Serve(g_s), s	7.9			0.0	0.0	0.0	0.4	3.2	0.0	0.0	46.1	1.7
Cycle Q Clear(g_c), s	7.9			0.0	0.0	0.0	0.4	3.2	0.0	0.0	46.1	1.7
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	445			0	2	0	20	2678	0	2	1284	1064
V/C Ratio(X)	0.77			0.00	0.00	0.00	0.45	0.18	0.00	0.00	0.93	0.09
Avail Cap(c_a), veh/h	772			0	227	0	247	2922	0	108	1392	1154
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.7			0.0	0.0	0.0	40.4	2.9	0.0	0.0	11.3	4.3
Incr Delay (d2), s/veh	2.8			0.0	0.0	0.0	5.7	0.0	0.0	0.0	11.3	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	0.0
%ile BackOfQ(50%),veh/ln	3.2			0.0	0.0	0.0	0.2	0.7	0.0	0.0	17.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5			0.0	0.0	0.0	46.1	2.9	0.0	0.0	22.6	4.4
LnGrp LOS	D			A	A	A	D	A	A	A	C	A
Approach Vol, veh/h					0			492			1297	
Approach Delay, s/veh					0.0			3.7			21.2	
Approach LOS								A			C	

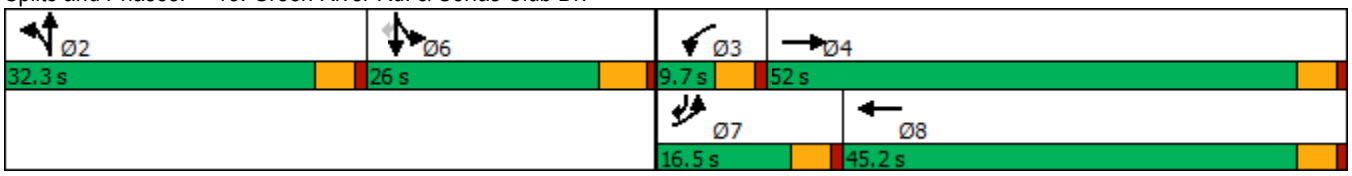
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	67.1			5.5	61.6	15.2	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	67.7			11.4	61.3	18.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	5.2			2.4	48.1	9.9	0.0				
Green Ext Time (p_c), s	0.0	3.5			0.0	8.4	0.8	0.0				

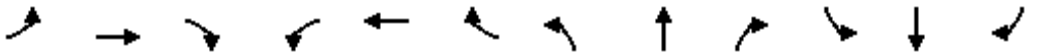
Intersection Summary			
HCM 6th Ctrl Delay		19.8	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	270	1767	22	782	22	723	56	332
Future Volume (vph)	270	1767	22	782	22	723	56	332
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	16.5	52.0	9.7	45.2	32.3	26.0	26.0	16.5
Total Split (%)	13.8%	43.3%	8.1%	37.7%	26.9%	21.7%	21.7%	13.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.2	50.3	5.1	37.9	12.9	21.2	21.2	37.7
Actuated g/C Ratio	0.11	0.51	0.05	0.38	0.13	0.21	0.21	0.38
v/c Ratio	0.72	1.02	0.25	0.78	0.22	1.12	1.10	0.42
Control Delay	55.6	53.8	57.1	32.4	33.2	122.5	118.0	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	53.8	57.1	32.4	33.2	122.5	118.0	4.7
LOS	E	D	E	C	C	F	F	A
Approach Delay		54.0		32.9	33.2		85.7	
Approach LOS		D		C	C		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 57.0	Intersection LOS: E
Intersection Capacity Utilization 93.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	1767	16	22	782	216	15	22	15	723	56	332
Future Volume (veh/h)	270	1767	16	22	782	216	15	22	15	723	56	332
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	278	1822	14	23	806	197	15	23	9	786	0	211
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	1767	14	42	1164	285	42	65	25	766	0	500
Arrive On Green	0.10	0.49	0.49	0.02	0.41	0.41	0.07	0.07	0.07	0.21	0.00	0.21
Sat Flow, veh/h	3456	3614	28	1781	2827	691	568	871	341	3563	0	1585
Grp Volume(v), veh/h	278	895	941	23	507	496	47	0	0	786	0	211
Grp Sat Flow(s),veh/h/ln	1728	1777	1865	1781	1777	1741	1781	0	0	1781	0	1585
Q Serve(g_s), s	7.6	47.3	47.3	1.2	22.7	22.7	2.4	0.0	0.0	20.8	0.0	10.2
Cycle Q Clear(g_c), s	7.6	47.3	47.3	1.2	22.7	22.7	2.4	0.0	0.0	20.8	0.0	10.2
Prop In Lane	1.00		0.01	1.00		0.40	0.32		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	348	868	912	42	732	717	132	0	0	766	0	500
V/C Ratio(X)	0.80	1.03	1.03	0.54	0.69	0.69	0.36	0.00	0.00	1.03	0.00	0.42
Avail Cap(c_a), veh/h	425	868	912	94	744	728	508	0	0	766	0	500
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	1.00
Uniform Delay (d), s/veh	42.6	24.7	24.7	46.7	23.4	23.4	42.6	0.0	0.0	38.0	0.0	26.1
Incr Delay (d2), s/veh	6.9	38.6	38.5	4.0	2.7	2.8	0.6	0.0	0.0	39.5	0.0	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	3.6	27.7	29.1	0.6	9.7	9.5	1.1	0.0	0.0	13.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	63.3	63.2	50.7	26.1	26.2	43.2	0.0	0.0	77.5	0.0	26.7
LnGrp LOS	D	F	F	D	C	C	D	A	A	F	A	C
Approach Vol, veh/h		2114			1026			47			997	
Approach Delay, s/veh		61.4			26.7			43.2			66.7	
Approach LOS		E			C			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.9	6.9	52.0		26.0	14.3	44.6				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 47		20.8	11.9	* 41				
Max Q Clear Time (g_c+I1), s		4.4	3.2	49.3		22.8	9.6	24.7				
Green Ext Time (p_c), s		0.1	0.0	0.0		0.0	0.1	6.1				

Intersection Summary		
HCM 6th Ctrl Delay		54.0
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	454	8	0	195	0	5
Future Vol, veh/h	454	8	0	195	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	493	9	0	212	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	493
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	576
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	576
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	576	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	176	89	3	3	3
Future Vol, veh/h	7	176	89	3	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	8	191	97	3	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	306	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	207	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1493	-	-	-	686	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1493	-	-	-	682	957
Mov Cap-2 Maneuver	-	-	-	-	682	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	828	-

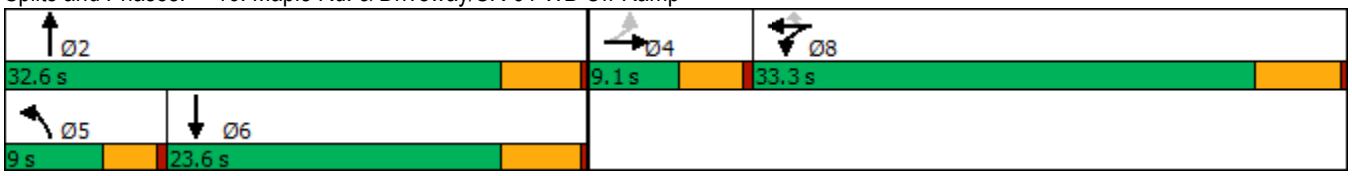
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.6
HCM LOS			A

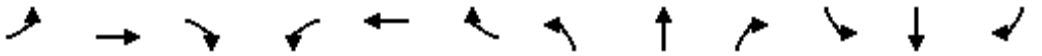
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1493	-	-	-	796
HCM Lane V/C Ratio	0.005	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	2	0	286	0	129	331	741	
Future Volume (vph)	2	0	286	0	129	331	741	
Turn Type	Perm	NA	Split	NA	Perm	NA	NA	
Protected Phases		4	8	8		2	6	5
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	2	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)	9.1	9.1	33.3	33.3	33.3	29.9	9.9	8.5
Total Split (s)	9.1	9.1	33.3	33.3	33.3	32.6	23.6	9.0
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	43.5%	31.5%	12%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	4.4	4.4	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.1	5.3	5.3	5.3	4.9	4.9	
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None
Act Effct Green (s)		5.2	10.9	10.9	10.9	28.8	28.8	
Actuated g/C Ratio		0.10	0.21	0.21	0.21	0.56	0.56	
v/c Ratio		0.04	0.44	0.44	0.32	0.18	0.41	
Control Delay		0.3	21.1	21.1	5.6	8.4	9.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		0.3	21.1	21.1	5.6	8.4	9.8	
LOS		A	C	C	A	A	A	
Approach Delay		0.3		16.3		8.4	9.8	
Approach LOS		A		B		A	A	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 43.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	9	286	0	129	0	331	0	0	741	0
Future Volume (veh/h)	2	0	9	286	0	129	0	331	0	0	741	0
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	2	0	9	311	0	92	0	360	0	0	805	0
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	4	0	19	485	0	216	4	1992	0	0	1992	0
Arrive On Green	0.01	0.00	0.01	0.14	0.00	0.14	0.00	0.56	0.00	0.00	0.56	0.00
Sat Flow, veh/h	294	0	1323	3563	0	1585	1781	3647	0	0	3741	0
Grp Volume(v), veh/h	11	0	0	311	0	92	0	360	0	0	805	0
Grp Sat Flow(s),veh/h/ln	1617	0	0	1781	0	1585	1781	1777	0	0	1777	0
Q Serve(g_s), s	0.3	0.0	0.0	4.1	0.0	2.6	0.0	2.4	0.0	0.0	6.4	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	4.1	0.0	2.6	0.0	2.4	0.0	0.0	6.4	0.0
Prop In Lane	0.18		0.82	1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	23	0	0	485	0	216	4	1992	0	0	1992	0
V/C Ratio(X)	0.48	0.00	0.00	0.64	0.00	0.43	0.00	0.18	0.00	0.00	0.40	0.00
Avail Cap(c_a), veh/h	164	0	0	2018	0	898	198	1992	0	0	1992	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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	24.2	0.0	0.0	20.2	0.0	19.6	0.0	5.3	0.0	0.0	6.2	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	0.5	0.0	0.5	0.0	0.2	0.0	0.0	0.6	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	0.0	0.0	1.4	0.0	0.8	0.0	0.6	0.0	0.0	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	0.0	20.7	0.0	20.1	0.0	5.5	0.0	0.0	6.8	0.0
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		11			403			360			805	
Approach Delay, s/veh		29.8			20.6			5.5			6.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.8	0.0	32.6		12.0				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		4.4		2.3	0.0	8.4		6.1				
Green Ext Time (p_c), s		1.5		0.0	0.0	2.8		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		10.2
HCM 6th LOS		B

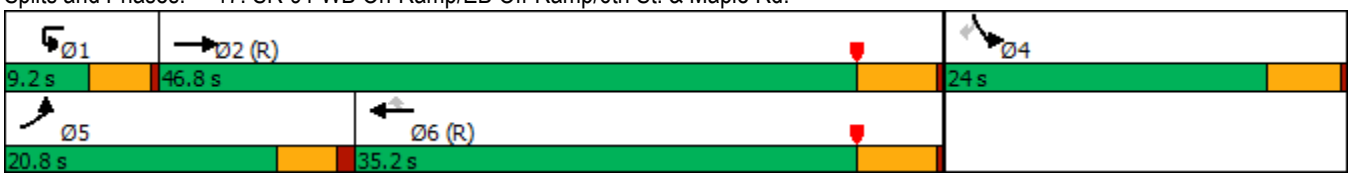
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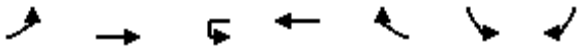
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	239	1720	592	92	701	336	
Future Volume (vph)	239	1720	592	92	701	336	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	20.8	46.8	35.2	35.2	24.0	24.0	9.2
Total Split (%)	26.0%	58.5%	44.0%	44.0%	30.0%	30.0%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	None
Act Effct Green (s)	14.9	50.7	31.2	31.2	19.1	19.1	
Actuated g/C Ratio	0.19	0.63	0.39	0.39	0.24	0.24	
v/c Ratio	0.79	0.83	0.47	0.15	0.93	0.56	
Control Delay	49.1	15.7	20.0	4.5	49.8	6.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.1	15.7	20.0	4.5	49.8	6.7	
LOS	D	B	B	A	D	A	
Approach Delay		19.8	17.9		35.8		
Approach LOS		B	B		D		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	239	1720	0	592	92	701	336
Future Volume (veh/h)	239	1720	0	592	92	701	336
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	260	1870		643	68	762	264
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	301	2252		1447	632	825	378
Arrive On Green	0.17	0.63		0.41	0.41	0.24	0.24
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	260	1870		643	68	762	264
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	11.4	32.5		10.5	2.2	17.2	12.2
Cycle Q Clear(g_c), s	11.4	32.5		10.5	2.2	17.2	12.2
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	301	2252		1447	632	825	378
V/C Ratio(X)	0.86	0.83		0.44	0.11	0.92	0.70
Avail Cap(c_a), veh/h	361	2252		1447	632	825	378
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.95	0.95	0.92	0.92
Uniform Delay (d), s/veh	32.3	11.3		17.2	14.7	29.7	27.8
Incr Delay (d2), s/veh	16.7	3.7		0.9	0.3	16.4	9.4
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	10.2		4.1	0.8	8.6	11.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	49.0	15.1		18.1	15.0	46.2	37.3
LnGrp LOS	D	B		B	B	D	D
Approach Vol, veh/h		2130		711		1026	
Approach Delay, s/veh		19.2		17.8		43.9	
Approach LOS		B		B		D	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		56.0		24.0	18.1	37.9	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		41.5		19.1	16.2	29.9	
Max Q Clear Time (g_c+I1), s		34.5		19.2	13.4	12.5	
Green Ext Time (p_c), s		4.8		0.0	0.2	2.8	

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

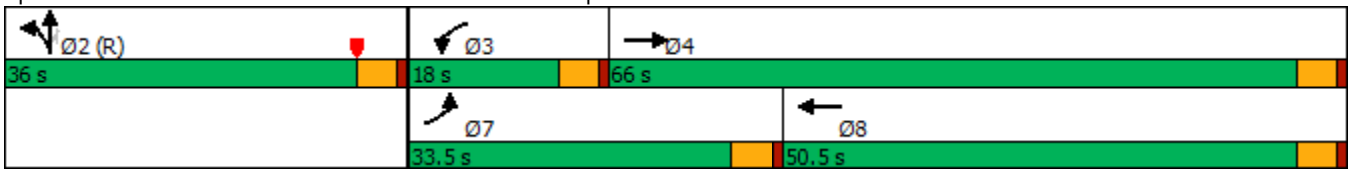
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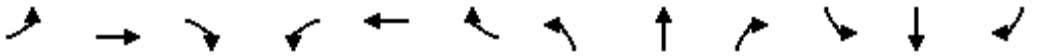
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	247	1537	253	472	212	176	502
Future Volume (vph)	247	1537	253	472	212	176	502
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	33.5	66.0	18.0	50.5	36.0	36.0	36.0
Total Split (%)	27.9%	55.0%	15.0%	42.1%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	22.2	61.4	13.4	52.6	31.4	31.4	31.4
Actuated g/C Ratio	0.18	0.51	0.11	0.44	0.26	0.26	0.26
v/c Ratio	0.82	1.34	1.40	0.30	0.47	0.47	0.96
Control Delay	66.1	184.4	245.6	20.6	41.6	41.2	55.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.1	184.4	245.6	20.6	41.6	41.2	55.7
LOS	E	F	F	C	D	D	E
Approach Delay		172.4		87.4		49.5	
Approach LOS		F		F		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 128.7	Intersection LOS: F
Intersection Capacity Utilization 112.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1537	637	253	472	127	212	176	502	0	0	0
Future Volume (veh/h)	247	1537	637	253	472	127	212	176	502	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	268	1671	295	275	513	111	210	218	334			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	297	1548	264	199	1923	406	466	489	409			
Arrive On Green	0.17	0.51	0.51	0.11	0.46	0.46	0.26	0.26	0.26			
Sat Flow, veh/h	1781	3025	516	1781	4210	888	1781	1870	1563			
Grp Volume(v), veh/h	268	958	1008	275	412	212	210	218	334			
Grp Sat Flow(s),veh/h/ln	1781	1777	1765	1781	1702	1694	1781	1870	1563			
Q Serve(g_s), s	17.7	61.4	61.4	13.4	9.0	9.3	11.8	11.7	24.1			
Cycle Q Clear(g_c), s	17.7	61.4	61.4	13.4	9.0	9.3	11.8	11.7	24.1			
Prop In Lane	1.00		0.29	1.00		0.52	1.00		1.00			
Lane Grp Cap(c), veh/h	297	909	903	199	1555	774	466	489	409			
V/C Ratio(X)	0.90	1.05	1.12	1.38	0.27	0.27	0.45	0.45	0.82			
Avail Cap(c_a), veh/h	429	909	903	199	1555	774	466	489	409			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.39	0.39	0.39	0.96	0.96	0.96	1.00	1.00	1.00			
Uniform Delay (d), s/veh	49.1	29.3	29.3	53.3	20.1	20.2	37.1	37.0	41.6			
Incr Delay (d2), s/veh	6.0	34.6	59.1	199.3	0.1	0.2	3.1	2.9	16.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.3	33.2	39.2	16.9	3.5	3.7	5.6	5.8	11.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	63.9	88.4	252.6	20.2	20.4	40.2	39.9	58.0			
LnGrp LOS	E	F	F	F	C	C	D	D	E			
Approach Vol, veh/h		2234			899			762				
Approach Delay, s/veh		73.9			91.3			47.9				
Approach LOS		E			F			D				
Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		36.0	18.0	66.0			24.6	59.4				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		31.4	13.4	61.4			28.9	45.9				
Max Q Clear Time (g_c+I1), s		26.1	15.4	63.4			19.7	11.3				
Green Ext Time (p_c), s		1.1	0.0	0.0			0.3	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			72.9									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	73
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	221	61	31	314	667	159
Future Vol, veh/h	221	61	31	314	667	159
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	238	66	33	338	717	171
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	17.8	13.6	116.7
HCM LOS	C	B	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	23%	0%	78%	0%	0%
Vol Thru, %	77%	100%	0%	100%	0%
Vol Right, %	0%	0%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	209	282	667	159
LT Vol	31	0	221	0	0
Through Vol	105	209	0	667	0
RT Vol	0	0	61	0	159
Lane Flow Rate	146	225	303	717	171
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.273	0.414	0.543	1.238	0.261
Departure Headway (Hd)	7.046	6.929	6.894	6.214	5.501
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	513	522	528	588	655
Service Time	4.746	4.629	4.894	3.929	3.217
HCM Lane V/C Ratio	0.285	0.431	0.574	1.219	0.261
HCM Control Delay	12.4	14.4	17.8	142.1	10.2
HCM Lane LOS	B	B	C	F	B
HCM 95th-tile Q	1.1	2	3.2	27.1	1

Intersection	
Intersection Delay, s/veh	68.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	83	22	12	44	65	3	237	9	93	583	52
Future Vol, veh/h	43	83	22	12	44	65	3	237	9	93	583	52
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	88	23	13	47	69	3	252	10	99	620	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.1	12.1	13.9	107.4
HCM LOS	B	B	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	29%	10%	13%
Vol Thru, %	95%	56%	36%	80%
Vol Right, %	4%	15%	54%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	148	121	728
LT Vol	3	43	12	93
Through Vol	237	83	44	583
RT Vol	9	22	65	52
Lane Flow Rate	265	157	129	774
Geometry Grp	1	1	1	1
Degree of Util (X)	0.437	0.292	0.232	1.157
Departure Headway (Hd)	6.198	7.145	6.986	5.38
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	585	507	517	682
Service Time	4.198	5.145	4.986	3.389
HCM Lane V/C Ratio	0.453	0.31	0.25	1.135
HCM Control Delay	13.9	13.1	12.1	107.4
HCM Lane LOS	B	B	B	F
HCM 95th-tile Q	2.2	1.2	0.9	24.8

Intersection	
Intersection Delay, s/veh	42.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	43	5	67	31	151	4	119	73	471	152	15
Future Vol, veh/h	4	43	5	67	31	151	4	119	73	471	152	15
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	46	5	71	33	161	4	127	78	501	162	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	14.3	11.9	65.4
HCM LOS	B	B	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	8%	27%	74%
Vol Thru, %	61%	83%	12%	24%
Vol Right, %	37%	10%	61%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	52	249	638
LT Vol	4	4	67	471
Through Vol	119	43	31	152
RT Vol	73	5	151	15
Lane Flow Rate	209	55	265	679
Geometry Grp	1	1	1	1
Degree of Util (X)	0.338	0.107	0.452	1.027
Departure Headway (Hd)	5.831	7.123	6.147	5.447
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	611	506	580	665
Service Time	3.926	5.123	4.241	3.512
HCM Lane V/C Ratio	0.342	0.109	0.457	1.021
HCM Control Delay	11.9	11	14.3	65.4
HCM Lane LOS	B	B	B	F
HCM 95th-tile Q	1.5	0.4	2.3	17

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	9	3	180	189	36
Future Vol, veh/h	16	9	3	180	189	36
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	10	3	196	205	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	430	228	247	0	-	0
Stage 1	228	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	582	811	1319	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	809	1315	-	-	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1315	-	689	-	-
HCM Lane V/C Ratio	0.002	-	0.039	-	-
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	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	3	1	0	3	5	169	1	5	256	16
Future Vol, veh/h	11	0	3	1	0	3	5	169	1	5	256	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	3	1	0	3	5	184	1	5	278	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	493	492	287	493	500	185	295	0	0	185	0	0
Stage 1	297	297	-	195	195	-	-	-	-	-	-	-
Stage 2	196	195	-	298	305	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	486	478	752	486	473	857	1266	-	-	1390	-	-
Stage 1	712	668	-	807	739	-	-	-	-	-	-	-
Stage 2	806	739	-	711	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	481	474	752	481	469	857	1266	-	-	1390	-	-
Mov Cap-2 Maneuver	481	474	-	481	469	-	-	-	-	-	-	-
Stage 1	709	665	-	804	736	-	-	-	-	-	-	-
Stage 2	800	736	-	705	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	10.1	0.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1266	-	-	521	717	1390	-	-
HCM Lane V/C Ratio	0.004	-	-	0.029	0.006	0.004	-	-
HCM Control Delay (s)	7.9	0	-	12.1	10.1	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	173	34	122	225	36
Future Vol, veh/h	53	173	34	122	225	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	188	37	133	245	39
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.7	9.4	10.4
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	22%	23%	0%
Vol Thru, %	78%	0%	86%
Vol Right, %	0%	77%	14%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	156	226	261
LT Vol	34	53	0
Through Vol	122	0	225
RT Vol	0	173	36
Lane Flow Rate	170	246	284
Geometry Grp	1	1	1
Degree of Util (X)	0.23	0.312	0.365
Departure Headway (Hd)	4.887	4.574	4.636
Convergence, Y/N	Yes	Yes	Yes
Cap	731	781	772
Service Time	2.946	2.623	2.688
HCM Lane V/C Ratio	0.233	0.315	0.368
HCM Control Delay	9.4	9.7	10.4
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.9	1.3	1.7

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	108	0	98	0	127	147	175	187	0
Future Vol, veh/h	0	1	0	108	0	98	0	127	147	175	187	0
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	0	117	0	107	0	138	160	190	203	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

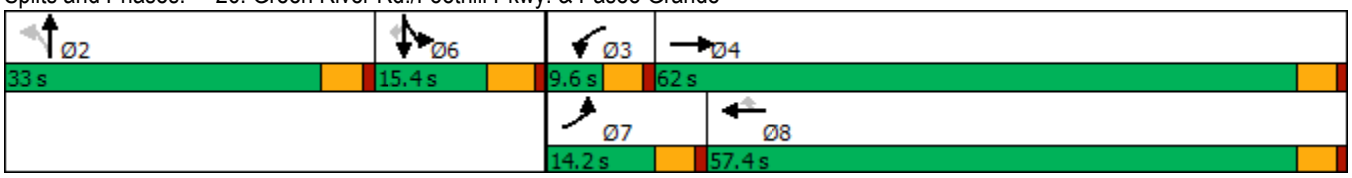
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	10.2	10.8	10.7	21.6
HCM LOS	B	B	B	C

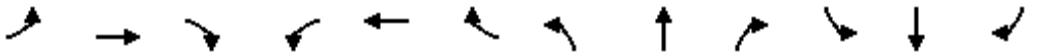
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	48%
Vol Thru, %	100%	0%	100%	0%	100%	0%	52%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	147	1	108	0	98	362
LT Vol	0	0	0	108	0	0	175
Through Vol	127	0	1	0	0	0	187
RT Vol	0	147	0	0	0	98	0
Lane Flow Rate	138	160	1	117	0	107	393
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	0.244	0.251	0.002	0.228	0	0.171	0.685
Departure Headway (Hd)	6.357	5.648	7.398	7.004	6.496	5.784	6.263
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	565	634	482	512	0	619	578
Service Time	4.104	3.394	5.174	4.752	4.244	3.532	4.002
HCM Lane V/C Ratio	0.244	0.252	0.002	0.229	0	0.173	0.68
HCM Control Delay	11.2	10.3	10.2	11.8	9.2	9.7	21.6
HCM Lane LOS	B	B	B	B	N	A	C
HCM 95th-tile Q	1	1	0	0.9	0	0.6	5.3

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	257	1905	1	856	48	1	0	80	0	318
Future Volume (vph)	257	1905	1	856	48	1	0	80	0	318
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8			2	6	6	
Permitted Phases					8	2				6
Detector Phase	7	4	3	8	8	2	2	6	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	10.0
Minimum Split (s)	9.6	21.7	9.6	32.7	32.7	31.7	31.7	15.4	15.4	15.4
Total Split (s)	14.2	62.0	9.6	57.4	57.4	33.0	33.0	15.4	15.4	15.4
Total Split (%)	11.8%	51.7%	8.0%	47.8%	47.8%	27.5%	27.5%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	3.7	4.4	4.4	4.4
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
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7		4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.9	59.0	5.2	45.8	45.8		12.8	10.3	10.3	10.3
Actuated g/C Ratio	0.12	0.69	0.06	0.53	0.53		0.15	0.12	0.12	0.12
v/c Ratio	0.66	0.79	0.01	0.46	0.05		0.00	0.38	0.27	0.27
Control Delay	47.3	15.8	46.0	14.8	0.1		33.0	44.7	1.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	47.3	15.8	46.0	14.8	0.1		33.0	44.7	1.1	1.1
LOS	D	B	D	B	A		C	D	A	A
Approach Delay		19.5		14.1			33.0		9.9	
Approach LOS		B		B			C		A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1905	3	1	856	48	1	0	0	80	0	318
Future Volume (veh/h)	257	1905	3	1	856	48	1	0	0	80	0	318
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	1924	3	1	865	47	1	0	0	81	0	215
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	2304	4	2	1902	848	5	0	0	220	0	391
Arrive On Green	0.10	0.63	0.63	0.00	0.54	0.54	0.00	0.00	0.00	0.12	0.00	0.12
Sat Flow, veh/h	3456	3641	6	1781	3554	1585	1781	0	0	1781	0	3170
Grp Volume(v), veh/h	260	939	988	1	865	47	1	0	0	81	0	215
Grp Sat Flow(s),veh/h/ln	1728	1777	1869	1781	1777	1585	1781	0	0	1781	0	1585
Q Serve(g_s), s	5.9	33.3	33.3	0.0	12.1	1.1	0.0	0.0	0.0	3.4	0.0	5.2
Cycle Q Clear(g_c), s	5.9	33.3	33.3	0.0	12.1	1.1	0.0	0.0	0.0	3.4	0.0	5.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	1124	1183	2	1902	848	5	0	0	220	0	391
V/C Ratio(X)	0.76	0.83	0.84	0.41	0.45	0.06	0.20	0.00	0.00	0.37	0.00	0.55
Avail Cap(c_a), veh/h	410	1258	1323	110	2314	1032	623	0	0	220	0	392
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	1.00
Uniform Delay (d), s/veh	35.5	11.6	11.6	40.4	11.6	9.0	40.3	0.0	0.0	32.6	0.0	33.4
Incr Delay (d2), s/veh	5.2	4.6	4.4	36.0	0.2	0.0	19.4	0.0	0.0	1.0	0.0	1.6
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	2.7	12.2	12.7	0.0	4.4	0.4	0.0	0.0	0.0	1.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	16.2	16.0	76.3	11.7	9.0	59.6	0.0	0.0	33.6	0.0	35.0
LnGrp LOS	D	B	B	E	B	A	E	A	A	C	A	C
Approach Vol, veh/h		2187			913			1			296	
Approach Delay, s/veh		19.0			11.7			59.6			34.6	
Approach LOS		B			B			E			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.7	55.9		15.4	12.6	48.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.0	* 57		10.0	9.6	* 53				
Max Q Clear Time (g_c+I1), s		2.0	2.0	35.3		7.2	7.9	14.1				
Green Ext Time (p_c), s		0.0	0.0	15.9		0.3	0.1	7.6				

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

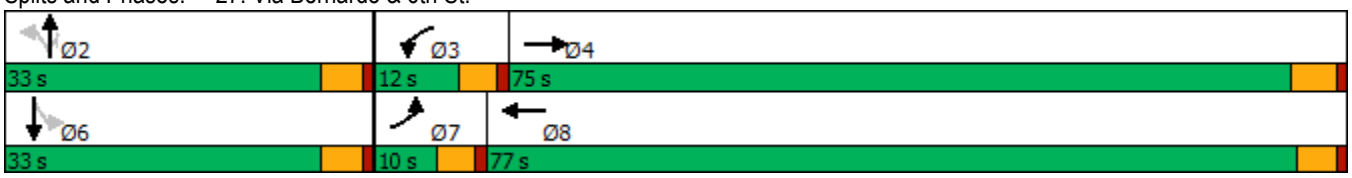
User approved volume balancing among the lanes for turning movement.

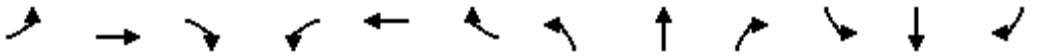
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	3	1874	139	776	105	0	109	
Future Volume (vph)	3	1874	139	776	105	0	109	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	10.0	75.0	12.0	77.0	33.0	33.0	33.0	33.0
Total Split (%)	8.3%	62.5%	10.0%	64.2%	27.5%	27.5%	27.5%	28%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.1	70.1	7.5	80.7		15.2	15.2	
Actuated g/C Ratio	0.05	0.65	0.07	0.75		0.14	0.14	
v/c Ratio	0.04	1.02	1.22	0.32		0.57	0.39	
Control Delay	52.7	44.0	195.5	5.8		54.0	17.6	
Queue Delay	0.0	11.8	0.0	0.0		0.0	0.0	
Total Delay	52.7	55.8	195.5	5.8		54.0	17.6	
LOS	D	E	F	A		D	B	
Approach Delay		55.8		34.6		35.5		
Approach LOS		E		C		D		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 48.5	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1874	252	139	776	0	105	0	109	0	0	0
Future Volume (veh/h)	3	1874	252	139	776	0	105	0	109	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	2037	265	151	843	0	114	0	113	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	2156	274	131	2665	0	221	0	168	0	199	0
Arrive On Green	0.00	0.68	0.68	0.07	0.75	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	3168	403	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	3	1121	1181	151	843	0	114	0	113	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1794	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.2	55.9	62.9	7.5	8.0	0.0	8.0	0.0	7.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	55.9	62.9	7.5	8.0	0.0	8.0	0.0	7.0	0.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	7	1209	1221	131	2665	0	221	0	168	0	199	0
V/C Ratio(X)	0.42	0.93	0.97	1.16	0.32	0.00	0.52	0.00	0.67	0.00	0.00	0.00
Avail Cap(c_a), veh/h	96	1214	1226	131	2665	0	463	0	439	0	518	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	50.8	14.1	15.3	47.4	4.2	0.0	44.4	0.0	44.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	14.0	12.2	18.2	126.8	0.1	0.0	1.9	0.0	4.6	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	22.2	26.8	7.9	2.4	0.0	2.9	0.0	3.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	26.3	33.5	174.1	4.3	0.0	46.3	0.0	48.5	0.0	0.0	0.0
LnGrp LOS	E	C	C	F	A	A	D	A	D	A	A	A
Approach Vol, veh/h		2305			994			227			0	
Approach Delay, s/veh		30.1			30.1			47.4			0.0	
Approach LOS		C			C			D				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.6	12.0	74.7		15.6	4.9	81.8				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 28	7.5	69.9		* 28	5.5	* 72				
Max Q Clear Time (g_c+I1), s		10.0	9.5	64.9		0.0	2.2	10.0				
Green Ext Time (p_c), s		0.9	0.0	4.7		0.0	0.0	7.5				

Intersection Summary		
HCM 6th Ctrl Delay		31.2
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	156	6	10	126	71	7	50	9	191	235	45
Future Vol, veh/h	17	156	6	10	126	71	7	50	9	191	235	45
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	170	7	11	137	77	8	54	10	208	255	49
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	12.2	11	9.9	23.1
HCM LOS	B	B	A	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	9%	7%	0%	41%
Vol Thru, %	76%	87%	93%	0%	50%
Vol Right, %	14%	3%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	179	136	71	471
LT Vol	7	17	10	0	191
Through Vol	50	156	126	0	235
RT Vol	9	6	0	71	45
Lane Flow Rate	72	195	148	77	512
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.12	0.33	0.27	0.125	0.757
Departure Headway (Hd)	6.011	6.107	6.569	5.818	5.324
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	593	586	545	614	676
Service Time	4.088	4.174	4.333	3.582	3.371
HCM Lane V/C Ratio	0.121	0.333	0.272	0.125	0.757
HCM Control Delay	9.9	12.2	11.8	9.4	23.1
HCM Lane LOS	A	B	B	A	C
HCM 95th-tile Q	0.4	1.4	1.1	0.4	7

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	514	292	28	36	7
Future Vol, veh/h	10	514	292	28	36	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	11	559	317	30	39	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	347	0	-	0	913	332
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	581	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1212	-	-	-	304	710
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	559	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1212	-	-	-	300	710
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	559	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1212	-	-	-	331
HCM Lane V/C Ratio	0.009	-	-	-	0.141
HCM Control Delay (s)	8	0	-	-	17.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	581	66	44	216	33	30
Future Vol, veh/h	581	66	44	216	33	30
Conflicting Peds, #/hr	0	6	0	0	0	39
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	632	72	48	235	36	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	710	0	888	397
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	885	-	283	602
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	880	-	263	576
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	751	-

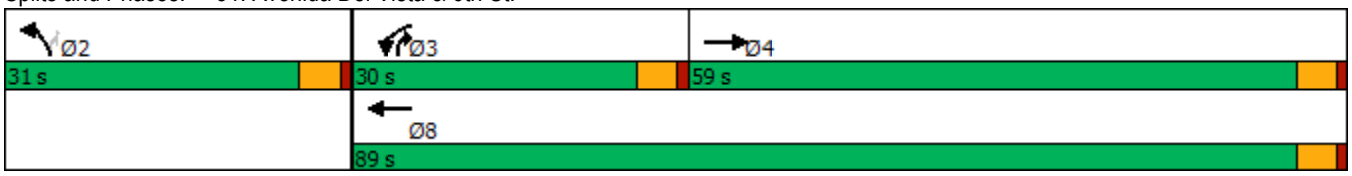
Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	-	-	880	-
HCM Lane V/C Ratio	0.193	-	-	0.054	-
HCM Control Delay (s)	17.5	-	-	9.3	0.2
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1689	216	698	159	177
Future Volume (vph)	1689	216	698	159	177
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	54.8	16.7	76.1	12.5	33.9
Actuated g/C Ratio	0.56	0.17	0.78	0.13	0.35
v/c Ratio	1.04	0.75	0.26	0.38	0.33
Control Delay	53.4	55.1	3.7	42.3	24.0
Queue Delay	26.3	0.0	0.0	0.0	0.0
Total Delay	79.8	55.1	3.7	42.3	24.0
LOS	E	E	A	D	C
Approach Delay	79.8		15.9	32.7	
Approach LOS	E		B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 56.5	Intersection LOS: E
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1689	246	216	698	159	177
Future Volume (veh/h)	1689	246	216	698	159	177
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1759	256	225	727	166	184
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1802	256	262	2745	441	435
Arrive On Green	0.58	0.58	0.15	0.77	0.13	0.13
Sat Flow, veh/h	3217	444	1781	3647	3456	1585
Grp Volume(v), veh/h	982	1033	225	727	166	184
Grp Sat Flow(s),veh/h/ln	1777	1791	1781	1777	1728	1585
Q Serve(g_s), s	49.2	54.3	11.6	5.5	4.1	9.0
Cycle Q Clear(g_c), s	49.2	54.3	11.6	5.5	4.1	9.0
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1025	1033	262	2745	441	435
V/C Ratio(X)	0.96	1.00	0.86	0.26	0.38	0.42
Avail Cap(c_a), veh/h	1025	1033	481	3182	965	676
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.8	19.9	39.2	3.1	37.6	28.0
Incr Delay (d2), s/veh	18.7	28.1	3.2	0.1	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.3	28.1	5.2	1.4	1.8	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.6	48.1	42.5	3.1	38.2	28.7
LnGrp LOS	D	F	D	A	D	C
Approach Vol, veh/h	2015			952	350	
Approach Delay, s/veh	43.0			12.4	33.2	
Approach LOS	D			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.7	18.4	59.0		77.4
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		11.0	13.6	56.3		7.5
Green Ext Time (p_c), s		1.0	0.2	0.0		6.1

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	18.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	206	31	15	120	123	15	173	9	216	226	62
Future Vol, veh/h	40	206	31	15	120	123	15	173	9	216	226	62
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	224	34	16	130	134	16	188	10	235	246	67
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

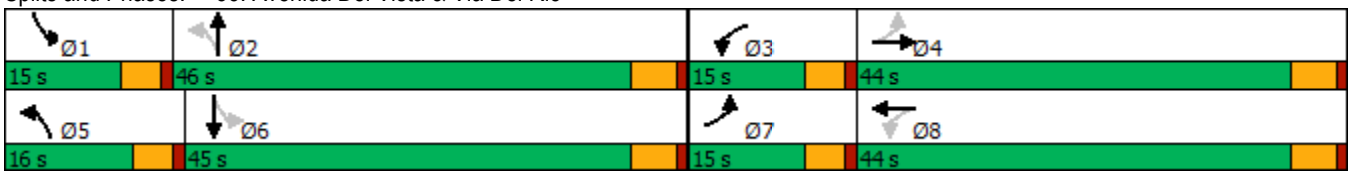
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	19.2	18	15.8	19.3
HCM LOS	C	C	C	C

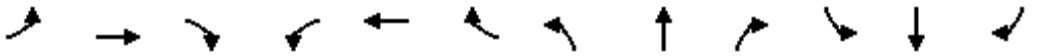
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	16%	0%	100%	0%	100%	0%
Vol Thru, %	0%	95%	84%	0%	0%	49%	0%	78%
Vol Right, %	0%	5%	0%	100%	0%	51%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	182	246	31	15	243	216	288
LT Vol	15	0	40	0	15	0	216	0
Through Vol	0	173	206	0	0	120	0	226
RT Vol	0	9	0	31	0	123	0	62
Lane Flow Rate	16	198	267	34	16	264	235	313
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.038	0.425	0.572	0.065	0.037	0.538	0.501	0.61
Departure Headway (Hd)	8.288	7.737	7.703	6.9	8.205	7.326	7.676	7.01
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	431	463	468	517	435	491	470	513
Service Time	6.062	5.511	5.469	4.665	5.971	5.091	5.441	4.774
HCM Lane V/C Ratio	0.037	0.428	0.571	0.066	0.037	0.538	0.5	0.61
HCM Control Delay	11.4	16.2	20.3	10.1	11.3	18.4	18	20.2
HCM Lane LOS	B	C	C	B	B	C	C	C
HCM 95th-tile Q	0.1	2.1	3.5	0.2	0.1	3.1	2.8	4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	401	44	202	60	98	58	122
Future Volume (vph)	31	401	44	202	60	98	58	122
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	15.0	44.0	15.0	44.0	16.0	46.0	15.0	45.0
Total Split (%)	12.5%	36.7%	12.5%	36.7%	13.3%	38.3%	12.5%	37.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	19.5	16.1	20.4	18.0	18.0	14.1	17.8	13.9
Actuated g/C Ratio	0.37	0.31	0.39	0.34	0.34	0.27	0.34	0.26
v/c Ratio	0.07	0.51	0.12	0.22	0.13	0.34	0.13	0.38
Control Delay	11.6	18.8	11.8	14.8	12.6	19.5	12.6	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	18.8	11.8	14.8	12.6	19.5	12.6	21.0
LOS	B	B	B	B	B	B	B	C
Approach Delay		18.4		14.4		17.6		18.9
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	401	102	44	202	43	60	98	54	58	122	50
Future Volume (veh/h)	31	401	102	44	202	43	60	98	54	58	122	50
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	436	107	48	220	47	65	107	58	63	133	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	720	175	345	777	163	416	248	134	428	280	105
Arrive On Green	0.04	0.25	0.25	0.05	0.27	0.27	0.06	0.22	0.22	0.06	0.22	0.22
Sat Flow, veh/h	1781	2833	690	1781	2924	613	1781	1141	618	1781	1296	487
Grp Volume(v), veh/h	34	272	271	48	132	135	65	0	165	63	0	183
Grp Sat Flow(s),veh/h/ln	1781	1777	1746	1781	1777	1760	1781	0	1759	1781	0	1783
Q Serve(g_s), s	0.6	6.2	6.3	0.9	2.7	2.8	1.3	0.0	3.8	1.2	0.0	4.2
Cycle Q Clear(g_c), s	0.6	6.2	6.3	0.9	2.7	2.8	1.3	0.0	3.8	1.2	0.0	4.2
Prop In Lane	1.00		0.39	1.00		0.35	1.00		0.35	1.00		0.27
Lane Grp Cap(c), veh/h	451	452	444	345	472	468	416	0	382	428	0	385
V/C Ratio(X)	0.08	0.60	0.61	0.14	0.28	0.29	0.16	0.00	0.43	0.15	0.00	0.48
Avail Cap(c_a), veh/h	783	1493	1467	657	1493	1478	746	0	1554	722	0	1536
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	1.00
Uniform Delay (d), s/veh	11.9	15.2	15.2	12.0	13.5	13.5	12.8	0.0	15.7	12.7	0.0	15.9
Incr Delay (d2), s/veh	0.0	1.3	1.4	0.1	0.3	0.3	0.1	0.0	0.8	0.1	0.0	0.9
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	2.2	2.2	0.3	0.9	1.0	0.4	0.0	1.3	0.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	16.5	16.6	12.1	13.8	13.9	12.8	0.0	16.4	12.8	0.0	16.8
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		577			315			230			246	
Approach Delay, s/veh		16.3			13.6			15.4			15.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	15.2	6.9	16.9	7.4	15.1	6.4	17.4
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	40.9	10.4	38.9	11.4	39.9	10.4	38.9
Max Q Clear Time (g_c+I1), s	3.2	5.8	2.9	8.3	3.3	6.2	2.6	4.8
Green Ext Time (p_c), s	0.0	1.0	0.0	3.4	0.0	1.1	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

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	18	184	16	21	200	36	1	22	19	49	43	25
Future Vol, veh/h	18	184	16	21	200	36	1	22	19	49	43	25
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	200	17	23	217	39	1	24	21	53	47	27
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10.4	10.4	8.6	9.5
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	2%	9%	0%	10%	0%	42%
Vol Thru, %	52%	91%	0%	90%	0%	37%
Vol Right, %	45%	0%	100%	0%	100%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	202	16	221	36	117
LT Vol	1	18	0	21	0	49
Through Vol	22	184	0	200	0	43
RT Vol	19	0	16	0	36	25
Lane Flow Rate	46	220	17	240	39	127
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.065	0.323	0.022	0.351	0.049	0.184
Departure Headway (Hd)	5.12	5.293	4.542	5.257	4.504	5.207
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	693	676	782	680	790	685
Service Time	3.2	3.055	2.304	3.016	2.263	3.271
HCM Lane V/C Ratio	0.066	0.325	0.022	0.353	0.049	0.185
HCM Control Delay	8.6	10.6	7.4	10.9	7.5	9.5
HCM Lane LOS	A	B	A	B	A	A
HCM 95th-tile Q	0.2	1.4	0.1	1.6	0.2	0.7

APPENDIX 7.3: HORIZON YEAR (2040) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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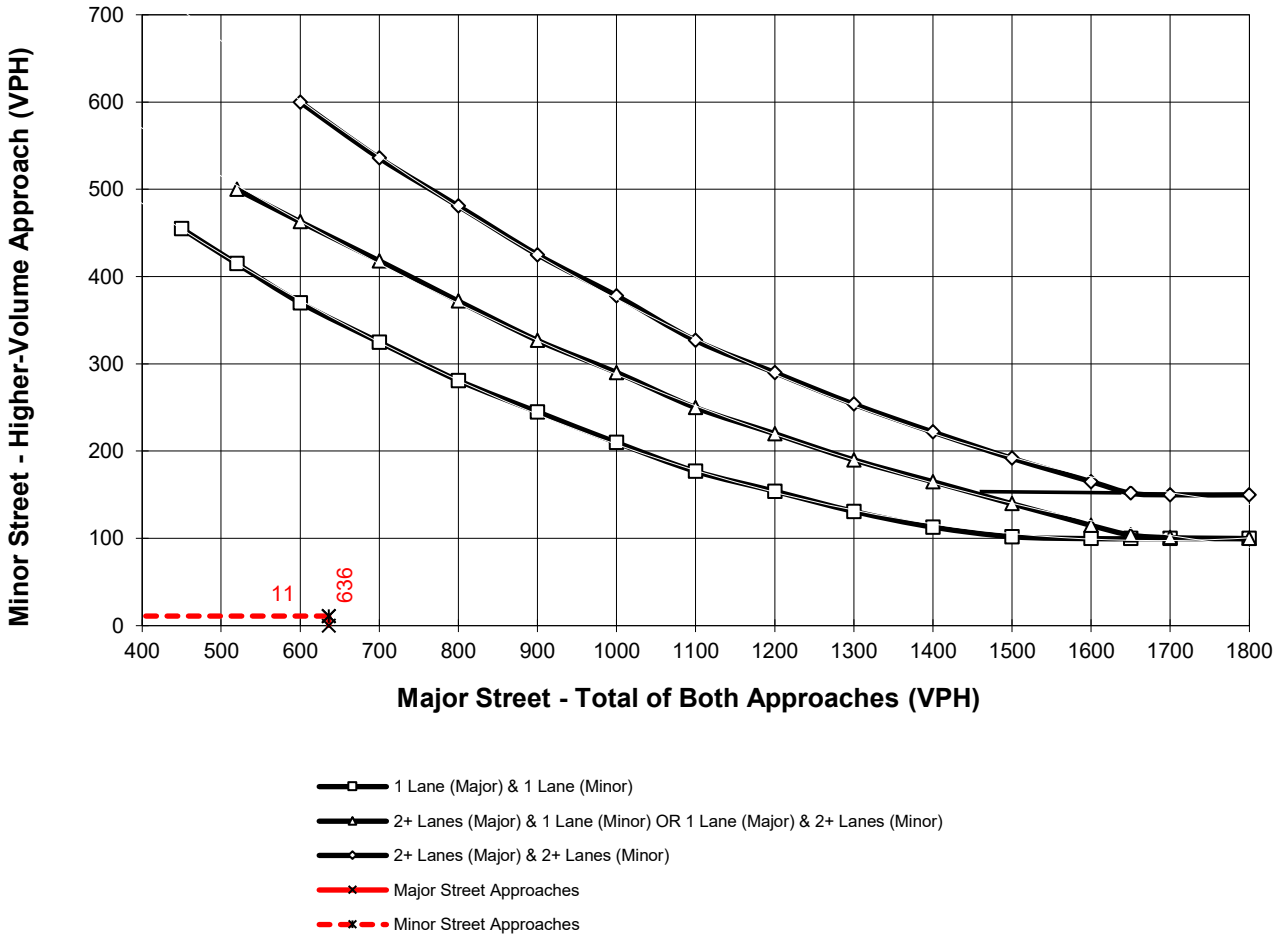
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Pine Crest Dr.**
Total of Both Approaches (VPH) = **636**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Mountain View Dr.**
High Volume Approach (VPH) = **11**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

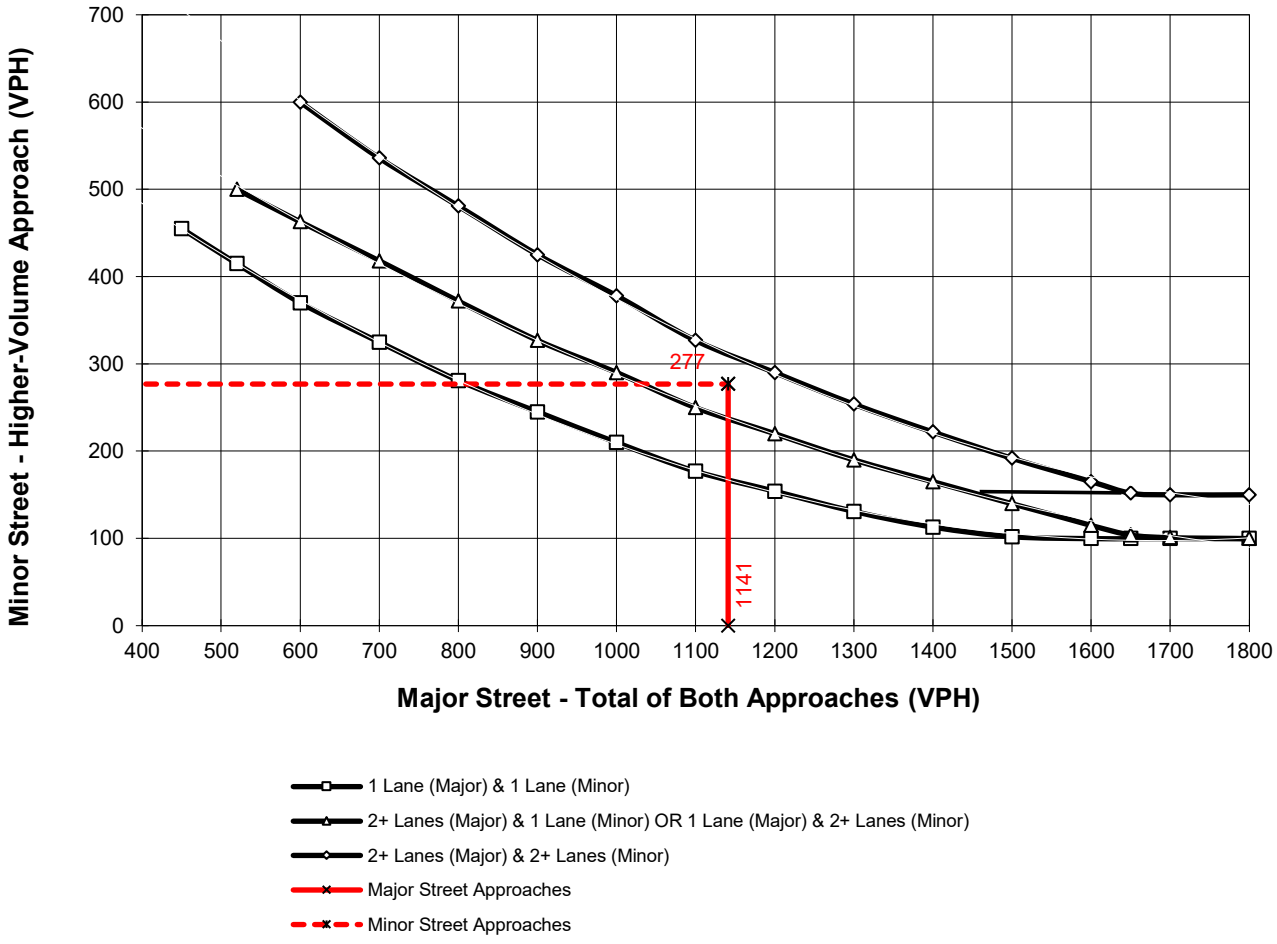
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) Without Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **1141**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Frontage Road**
High Volume Approach (VPH) = **277**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

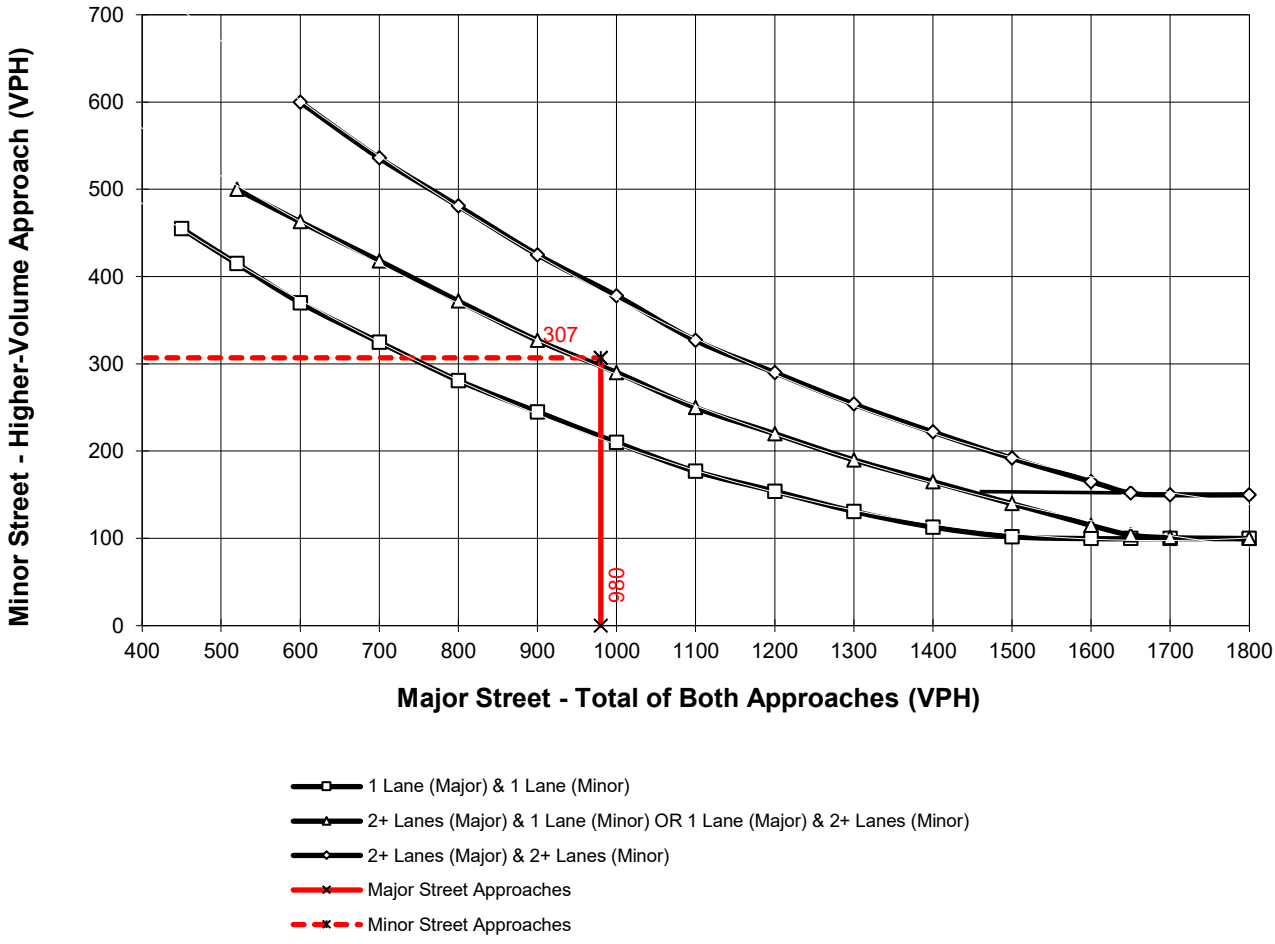
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **980**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **307**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

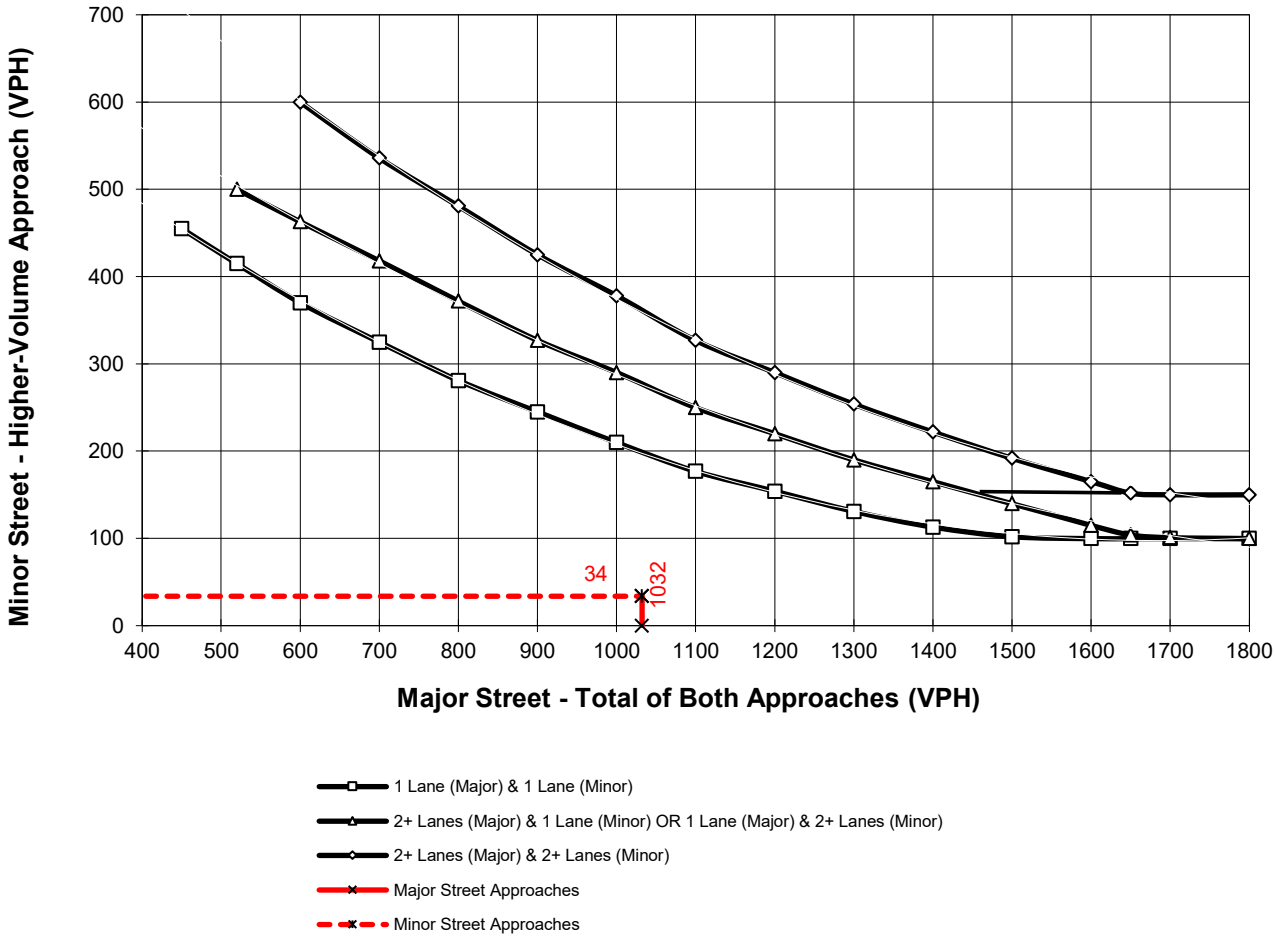
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **1032**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Brae Burn Rd.**
High Volume Approach (VPH) = **34**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

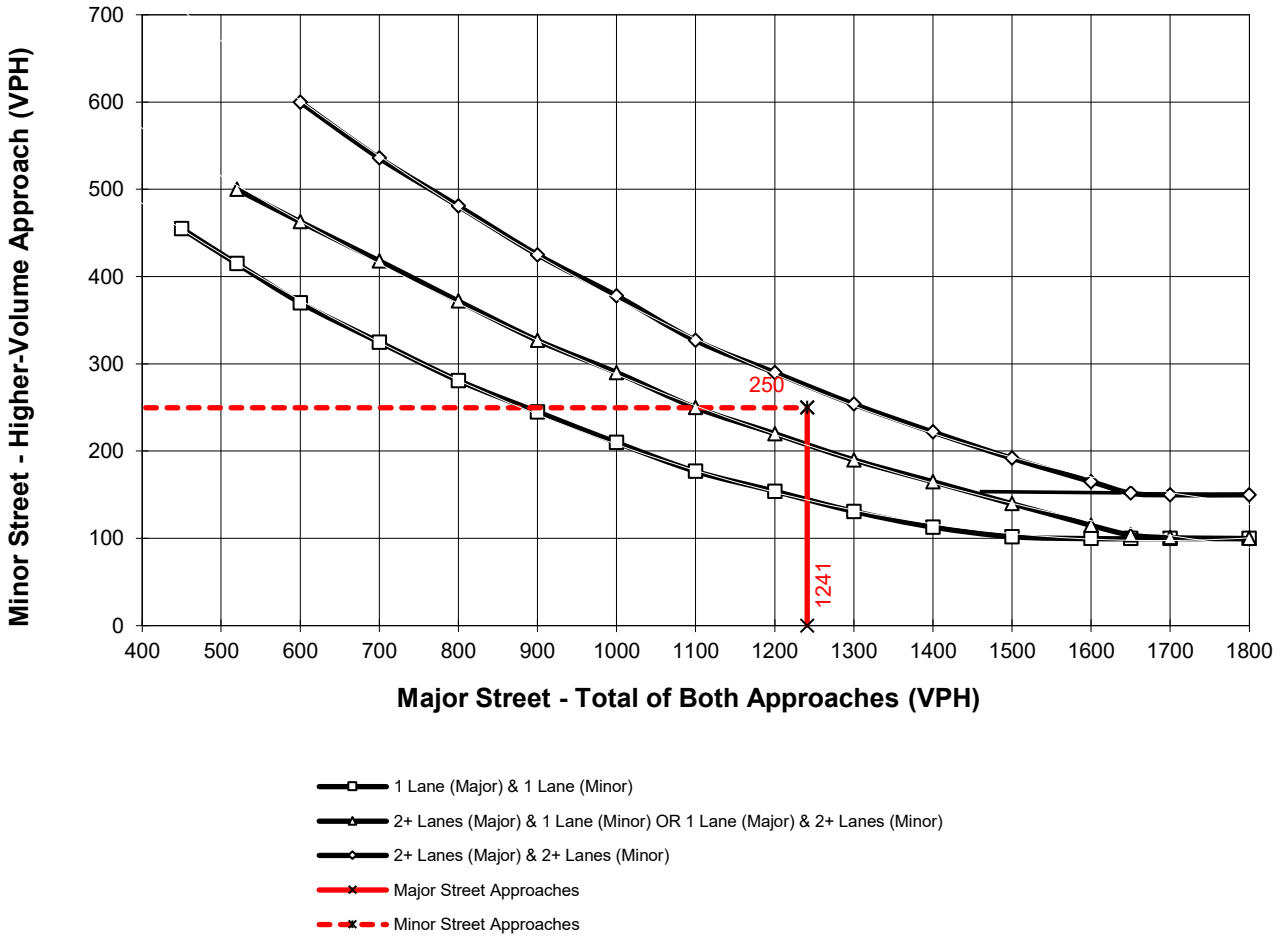
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **1241**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Pine Crest Dr.**
High Volume Approach (VPH) = **250**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

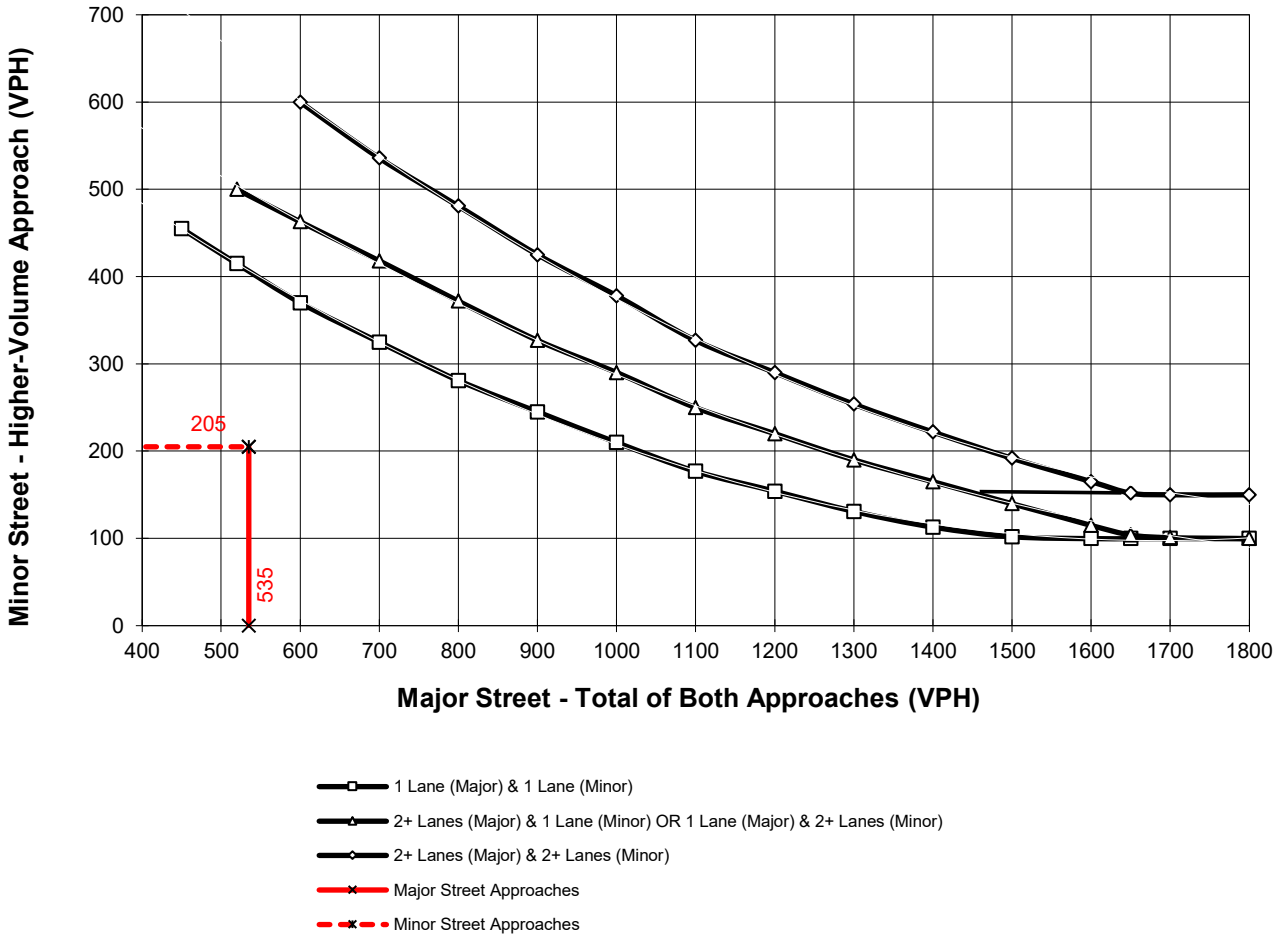
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) Without Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Via Bernardo**
Total of Both Approaches (VPH) = **535**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **205**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

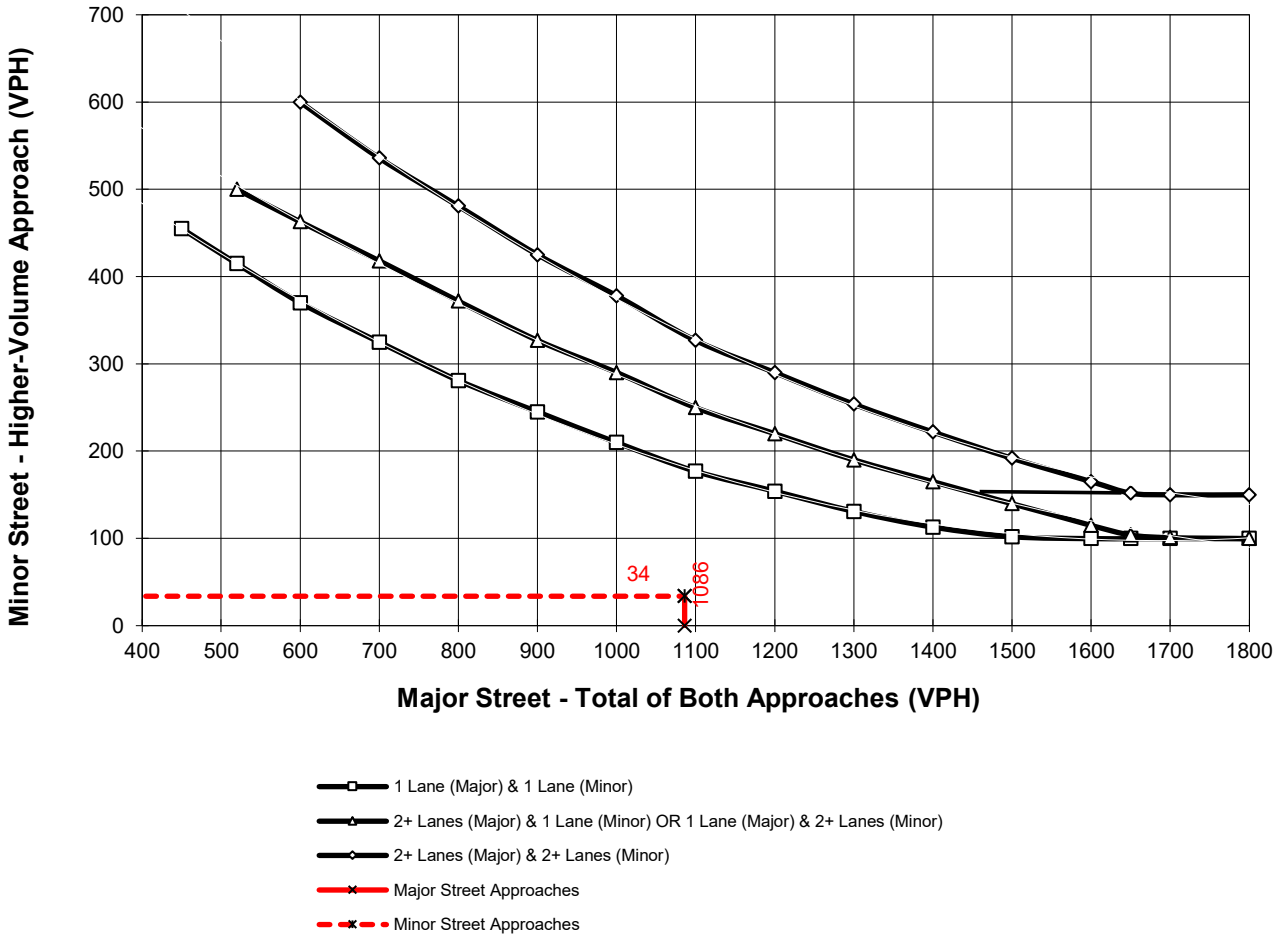
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **1086**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **34**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) Without Project Conditions - Weekday AM Peak Hour**

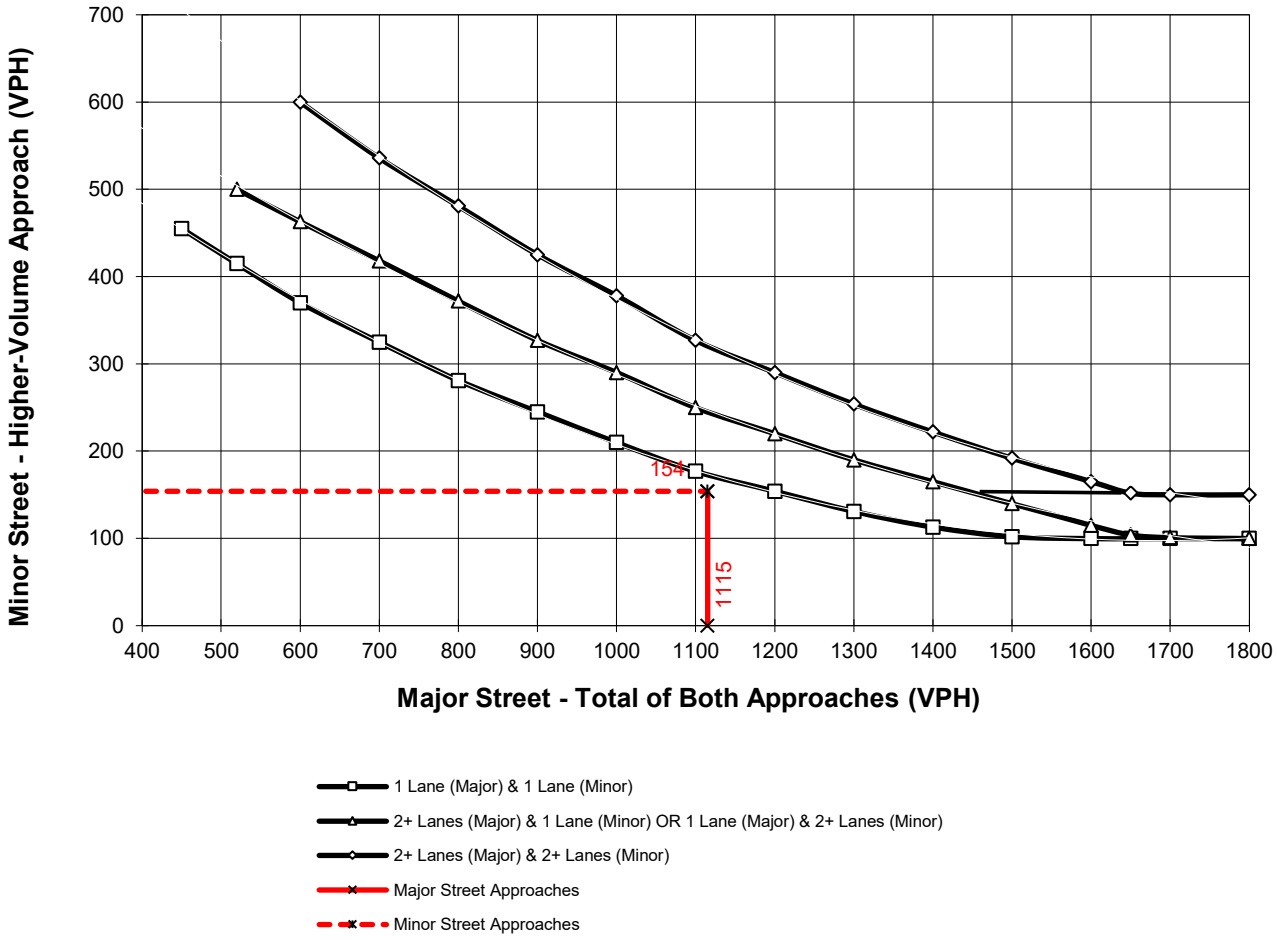
Major Street Name = **Via Del Rio**

Total of Both Approaches (VPH) = **1115**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Kirkwood Dr.**

High Volume Approach (VPH) = **154**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

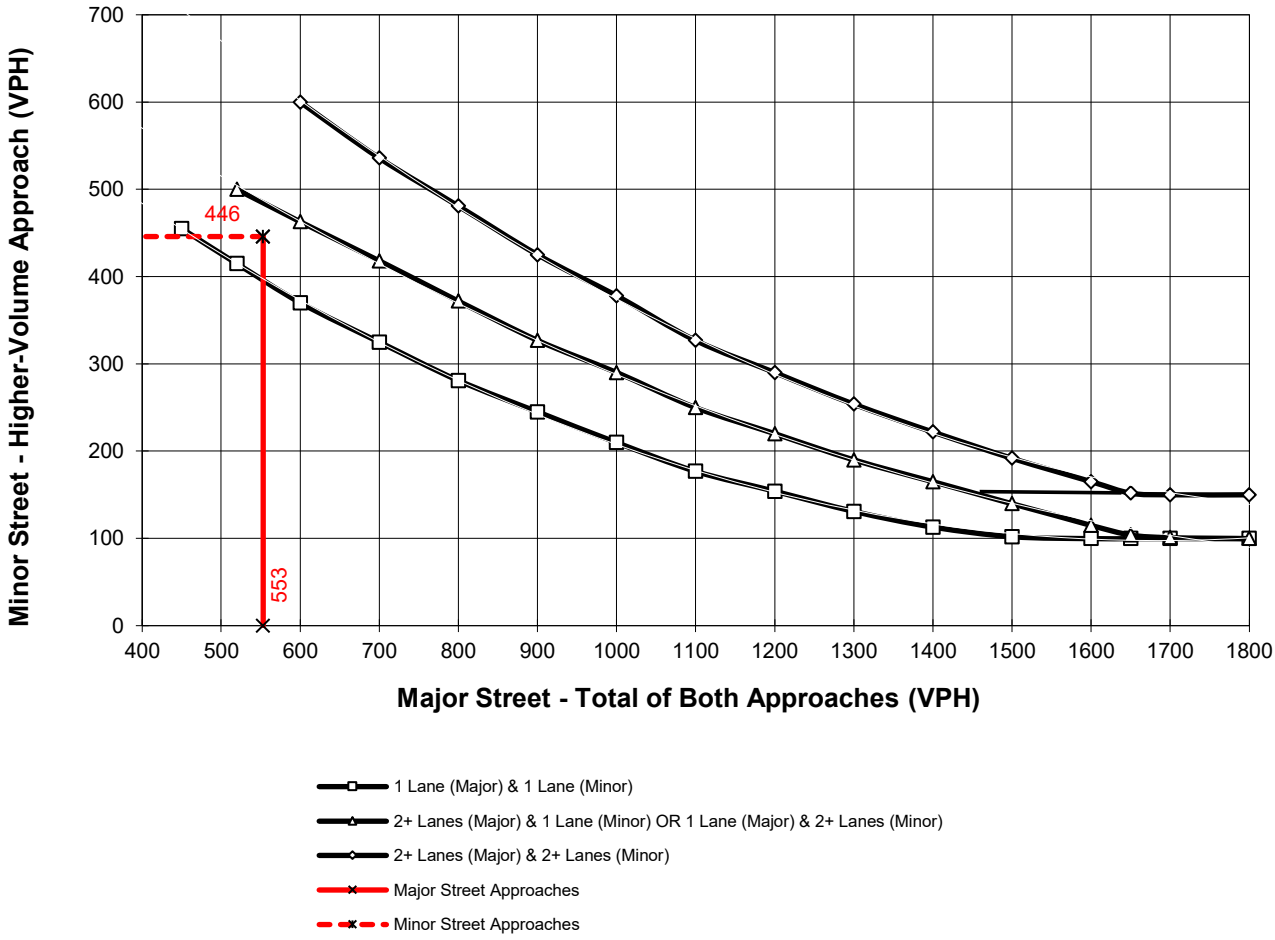
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Avenida Del Vista**
Total of Both Approaches (VPH) = **553**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **446**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

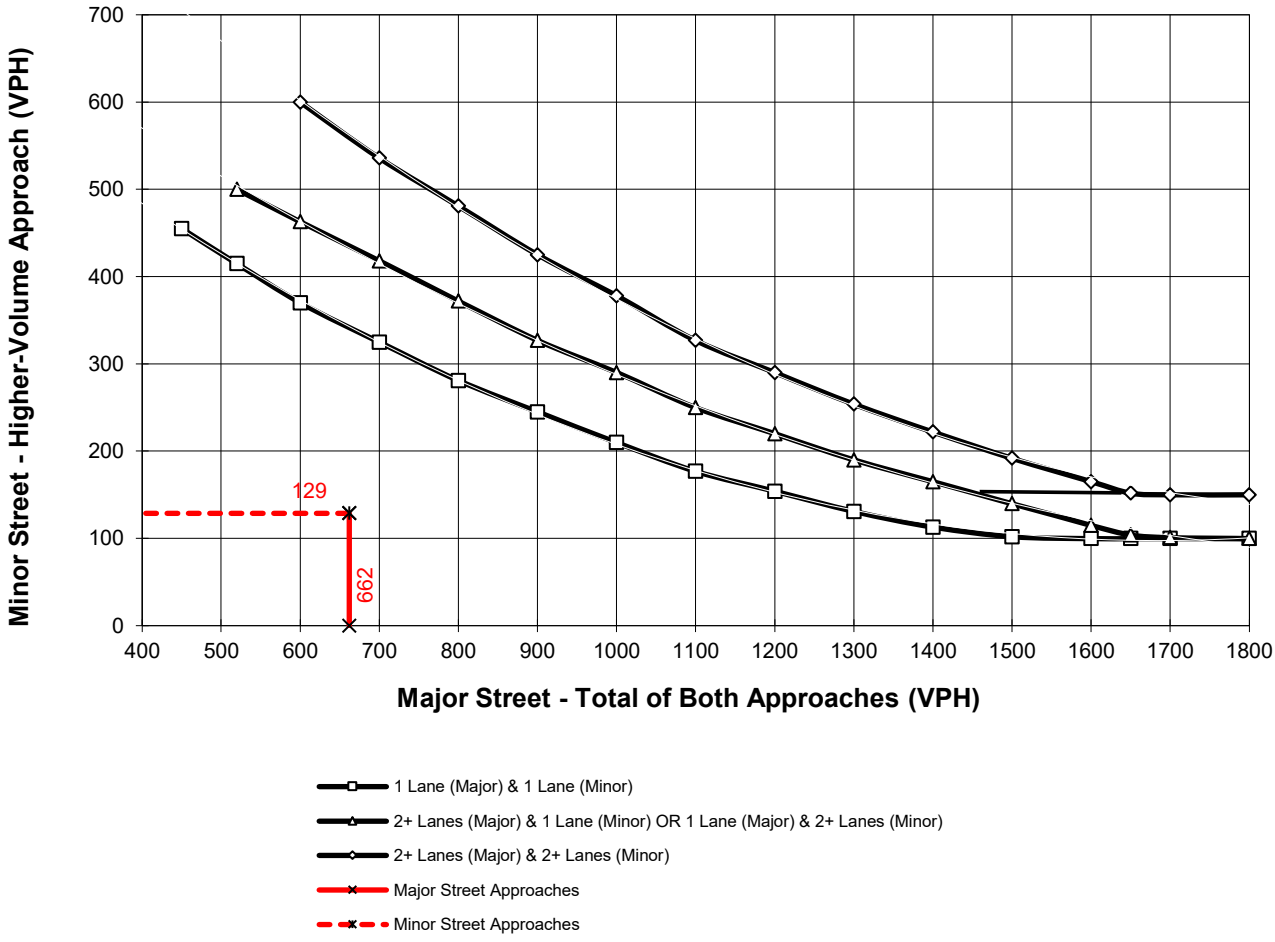
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Ontario Av.**
Total of Both Approaches (VPH) = **662**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenida Del Vista**
High Volume Approach (VPH) = **129**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 7.4: HORIZON YEAR (2040) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		**2040 WP**
				CALC CS	DATE	06/22/23
Jurisdiction: **County of Riverside**				CHK CS	DATE	06/22/23
Major Street: **Frontage Rd.**				Critical Approach Speed (Major)		35 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 = **4,078** vpd Minor Street Future ADT = **109** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(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)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,078** / *1* **109**	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				
1 **4,078** / *1* **109**	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: 5% B: 9%	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		2040 WP
				CALC CS	DATE	06/22/23
Jurisdiction: **County of Riverside**				CHK CS	DATE	06/22/23
Major Street: **Pine Crest Dr.**				Critical Approach Speed (Major)		25 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 = **2,426** vpd

Minor Street Future ADT = **102** 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 ……..

URBAN (U)

(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 **2,426**	*1* **102**	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 **2,426**	*1* **102**	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** 4% **B** 9%	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.

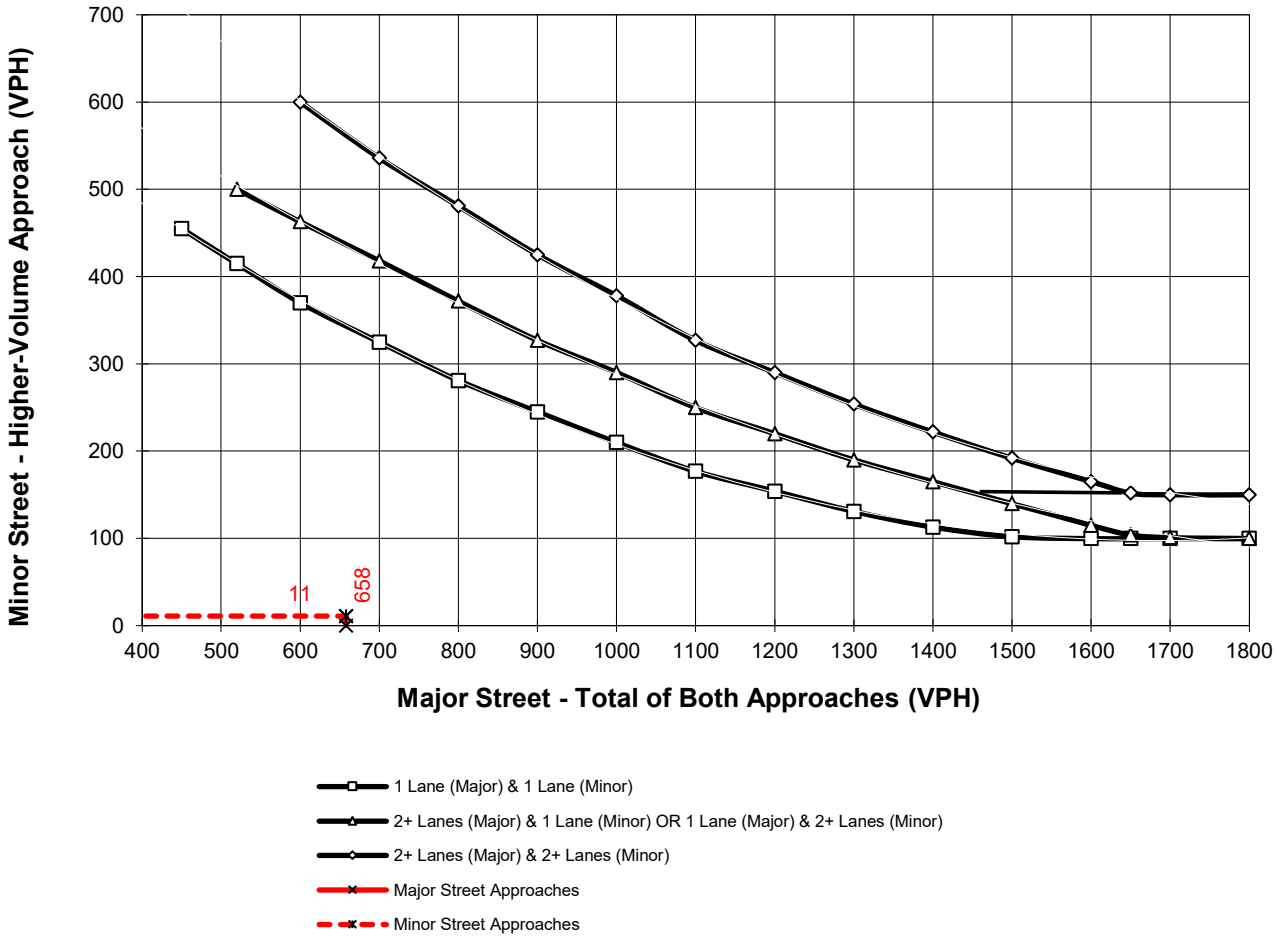
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Pine Crest Dr.**
Total of Both Approaches (VPH) = **658**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Mountain View Dr.**
High Volume Approach (VPH) = **11**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

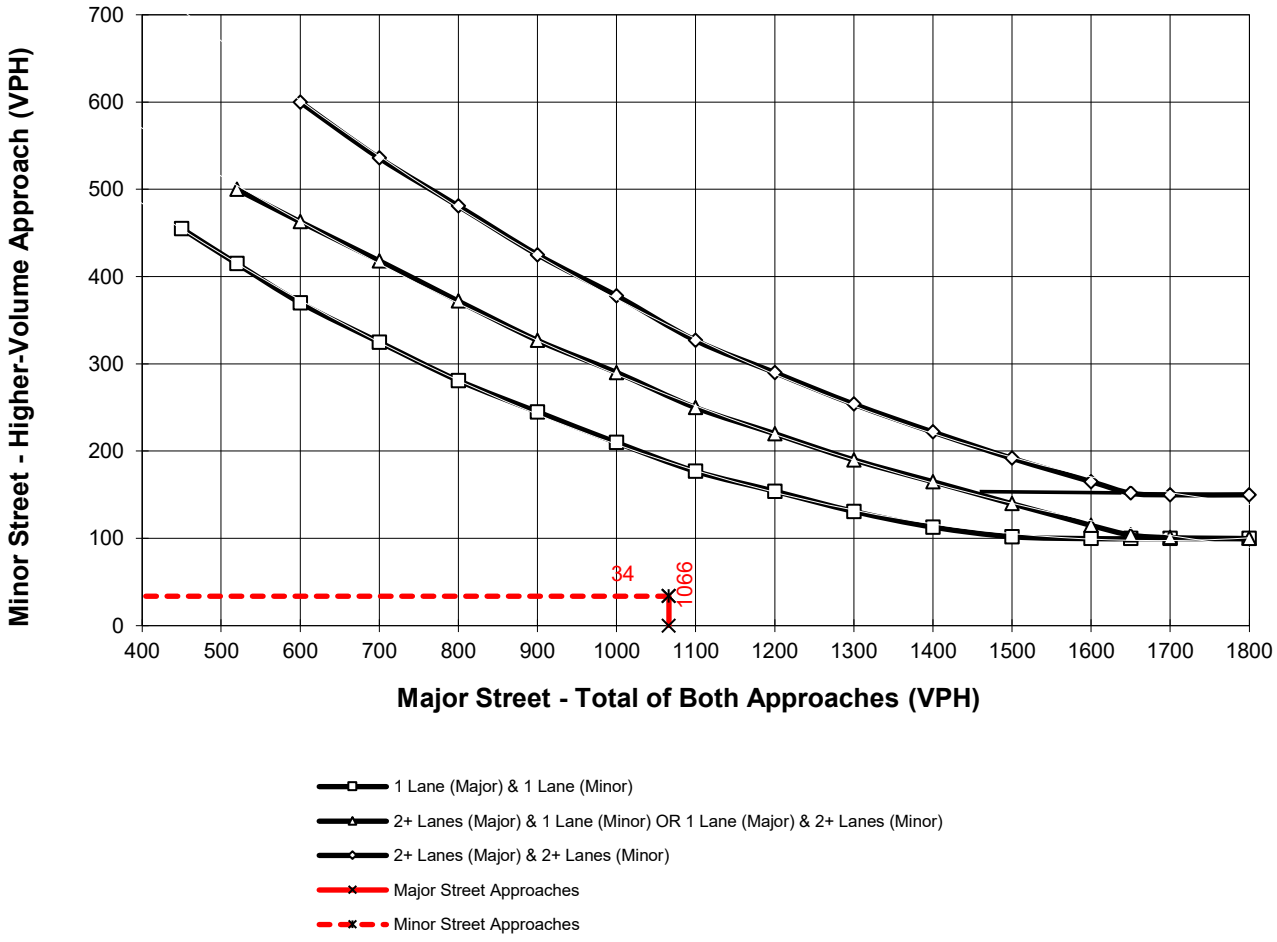
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **1066**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Brae Burn Rd.**
High Volume Approach (VPH) = **34**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 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		2040 WP
				CALC CS	DATE	06/22/23
Jurisdiction: **County of Riverside**				CHK CS	DATE	06/22/23
Major Street: **Paseo Grande**				Critical Approach Speed (Major)		35 mph
Minor Street: **Driveway 4/5**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,799** vpd Minor Street Future ADT = **237** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(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)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied: XX / XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **4,799** / *1* **237**	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)	
	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **4,799** / *1* **237**	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: 10% B: 20%				

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.

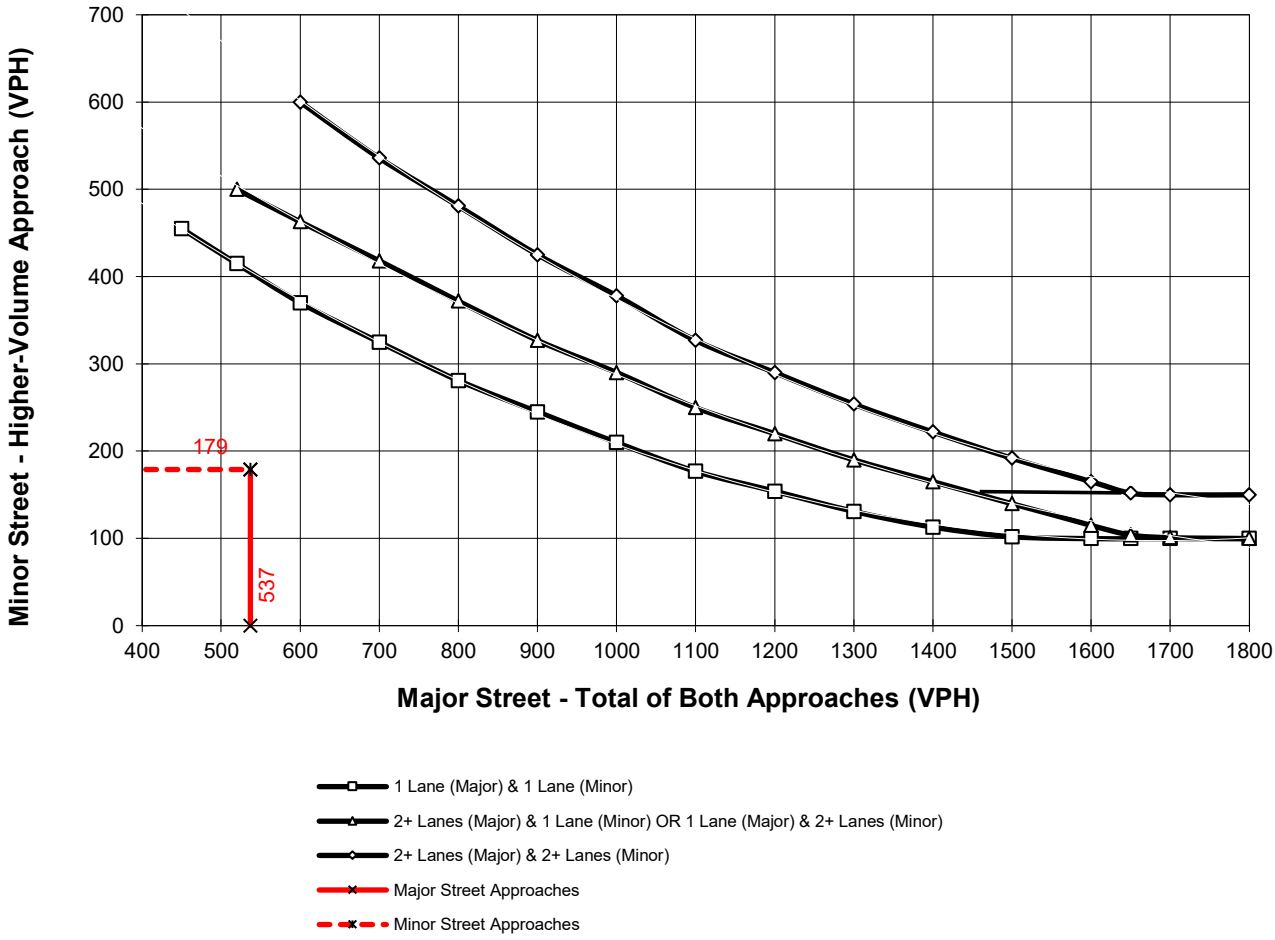
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Via Bernardo**
Total of Both Approaches (VPH) = **537**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **179**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

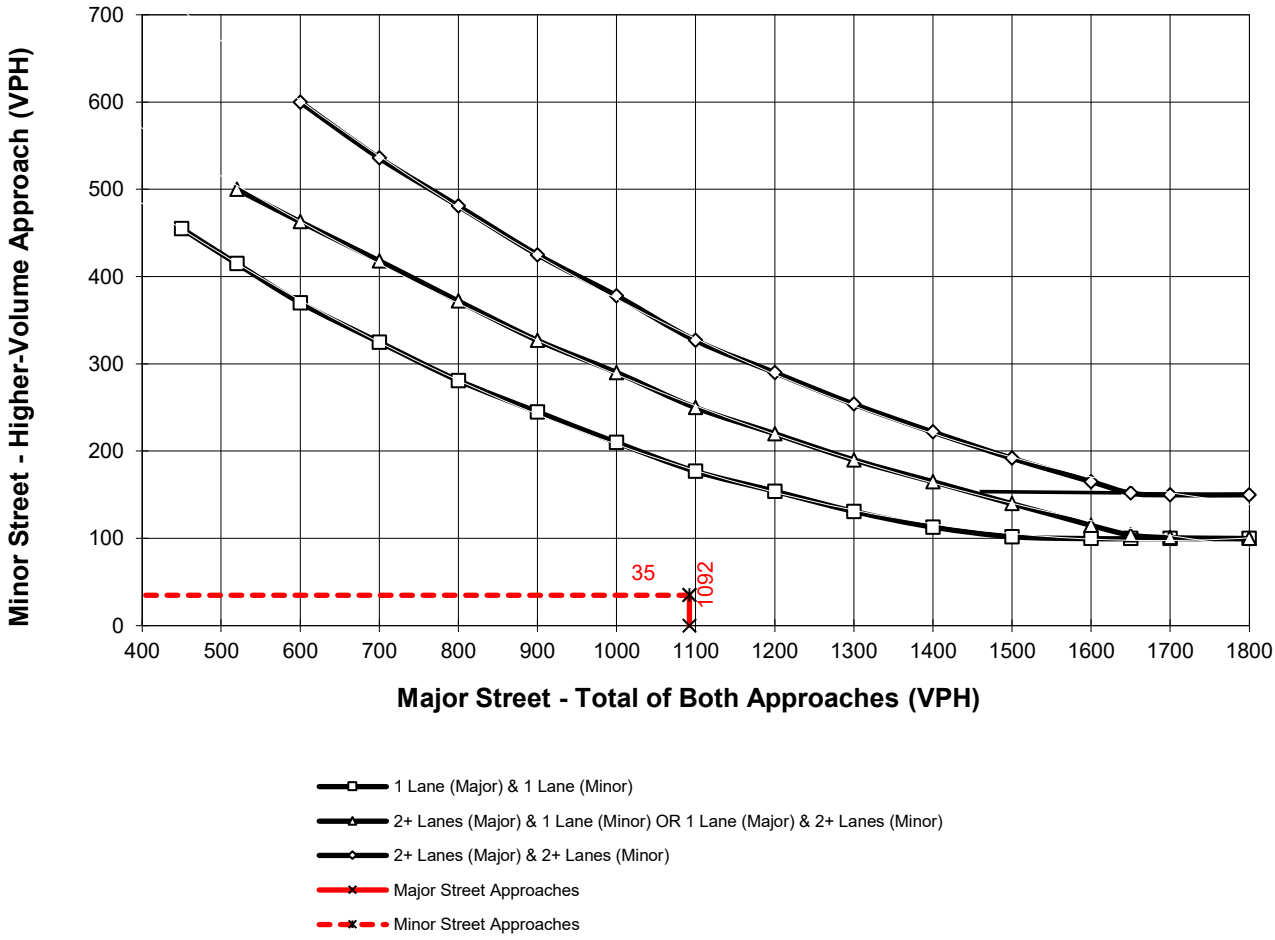
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **1092**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **35**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

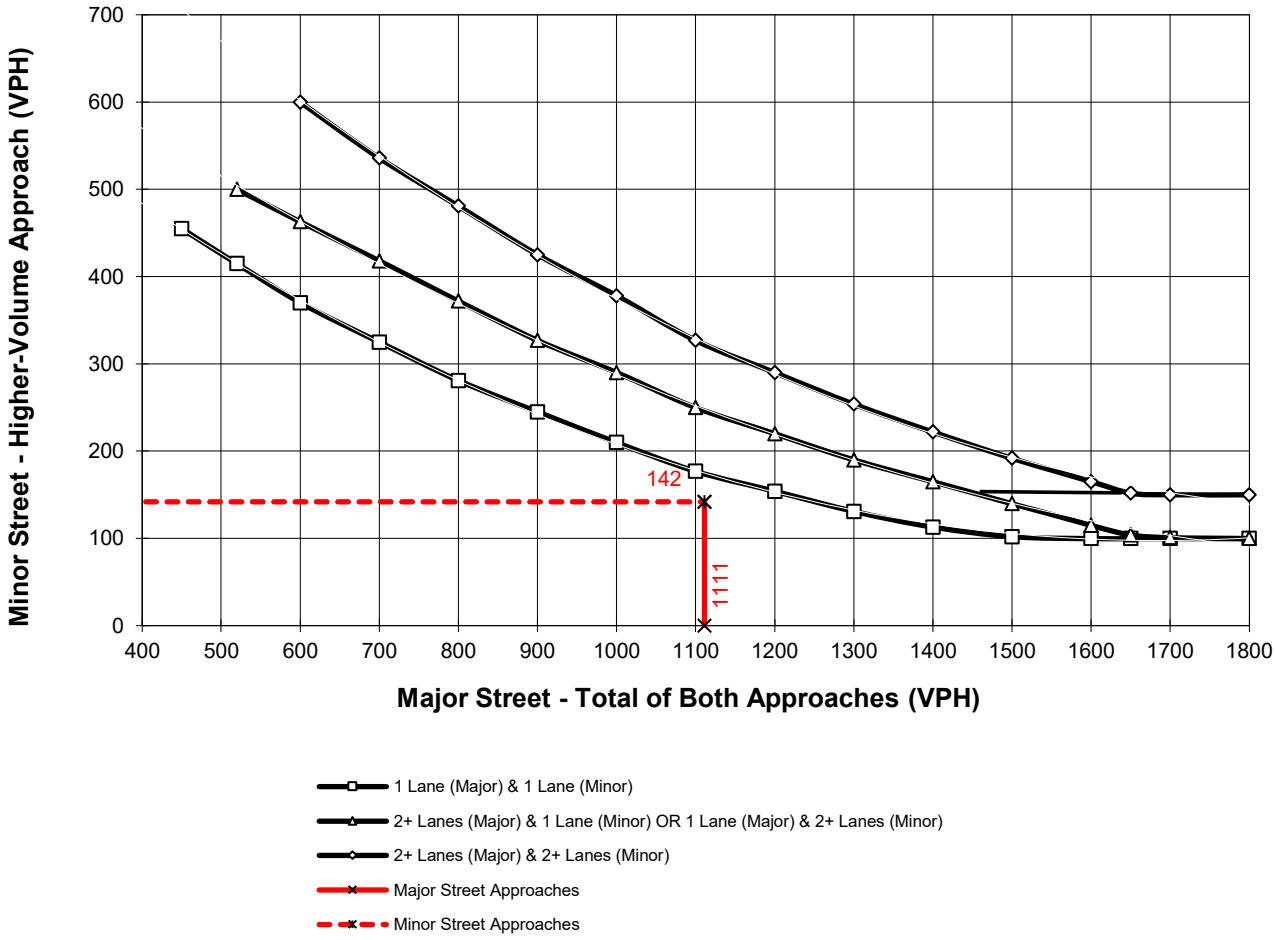
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **1111**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Kirkwood Dr.**
High Volume Approach (VPH) = **142**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

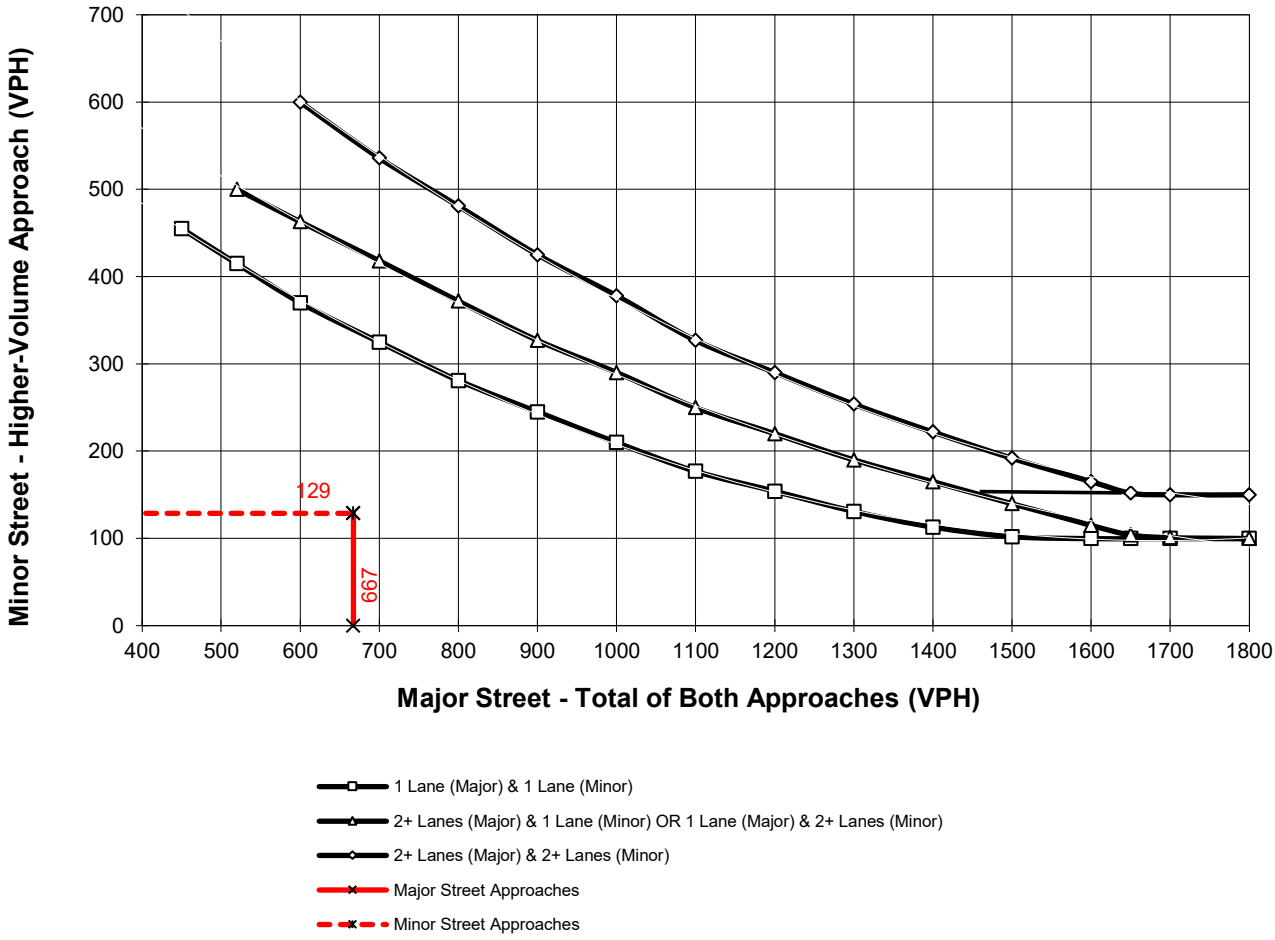
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2040) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Ontario Av**
Total of Both Approaches (VPH) = **667**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenida Del Vista**
High Volume Approach (VPH) = **129**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED

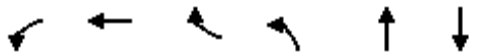


*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 7.5: HORIZON YEAR (2040) WITHOUT PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	85	100	63	822	677	1056
v/c Ratio	0.79	0.89	0.34	1.08	0.24	1.46dr
Control Delay	84.7	101.3	10.0	78.5	1.3	70.9
Queue Delay	0.0	0.0	0.0	4.6	0.0	20.7
Total Delay	84.7	101.3	10.0	83.1	1.3	91.6
Queue Length 50th (ft)	45	53	0	~475	5	~307
Queue Length 95th (ft)	#124	#143	22	#647	12	#412
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	107	112	184	761	2862	1006
Starvation Cap Reductn	0	0	0	8	0	180
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.89	0.34	1.09	0.24	1.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

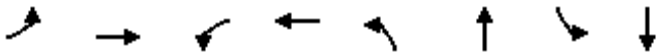
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	208	211	471	1708	52	327
v/c Ratio	0.65	0.66	0.69	0.59	0.31	0.14
Control Delay	39.0	39.3	8.6	11.5	24.6	5.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.0	39.3	8.6	11.6	24.6	5.3
Queue Length 50th (ft)	101	102	0	175	18	33
Queue Length 95th (ft)	163	165	74	262	m20	m47
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	413	415	744	2888	207	2414
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	247	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.51	0.63	0.65	0.25	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	136	57	310	298	60	1309	135	637
v/c Ratio	0.59	0.11	0.76	0.50	0.41	0.81	0.52	0.38
Control Delay	41.0	10.6	43.8	16.0	56.6	27.8	55.3	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.8	17.1	0.0	0.0
Total Delay	41.0	10.6	43.8	16.0	57.4	44.9	55.3	18.4
Queue Length 50th (ft)	70	5	171	64	36	351	42	131
Queue Length 95th (ft)	149	35	303	156	90	545	#91	224
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	366	805	644	844	204	2141	282	2019
Starvation Cap Reductn	0	0	0	0	40	851	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.07	0.48	0.35	0.37	1.01	0.48	0.32

Intersection Summary

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	226	1202	73	202	784
v/c Ratio	0.62	0.50	0.74	0.10	0.63	0.32
Control Delay	41.9	9.0	20.6	6.2	44.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	63.6	0.3
Total Delay	41.9	9.0	20.6	6.2	107.8	5.4
Queue Length 50th (ft)	85	0	239	6	92	62
Queue Length 95th (ft)	180	62	367	30	#252	119
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	705	758	2789	1230	334	3321
Starvation Cap Reductn	0	0	0	0	150	1696
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.30	0.43	0.06	1.10	0.48

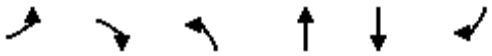
Intersection Summary

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



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	47	6	1160	17	953
v/c Ratio	0.44	0.15	0.04	0.53	0.11	0.80
Control Delay	32.8	16.9	42.0	9.9	41.3	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7
Total Delay	32.8	16.9	42.0	9.9	41.3	17.0
Queue Length 50th (ft)	31	4	2	94	6	204
Queue Length 95th (ft)	128	42	19	284	36	682
Internal Link Dist (ft)	948	869		423		759
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	486	568	226	3286	226	1714
Starvation Cap Reductn	0	0	0	356	0	398
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.08	0.03	0.40	0.08	0.72

Intersection Summary



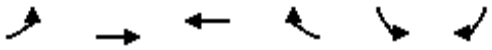
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	198	13	42	982	439	510
v/c Ratio	0.24	0.03	0.18	0.51	0.50	0.56
Control Delay	18.1	0.1	25.6	7.6	13.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	0.1	25.6	7.6	13.0	6.8
Queue Length 50th (ft)	17	0	8	67	55	18
Queue Length 95th (ft)	62	0	45	145	220	130
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	1673	835	400	3450	1789	1499
Starvation Cap Reductn	0	0	0	0	6	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.02	0.10	0.28	0.25	0.34

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	6	33	33	89	10	399	424
v/c Ratio	0.02	0.12	0.12	0.23	0.06	0.17	0.19
Control Delay	0.2	17.3	17.3	2.6	26.0	7.3	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	17.3	17.3	2.6	26.0	7.3	9.5
Queue Length 50th (ft)	0	8	8	0	2	15	16
Queue Length 95th (ft)	0	27	27	11	19	101	130
Internal Link Dist (ft)	323		1076			613	246
Turn Bay Length (ft)		360		360	120		
Base Capacity (vph)	314	945	956	950	195	2363	2273
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	0.02	0.03	0.03	0.09	0.05	0.17	0.19

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	264	508	1588	193	233	301
v/c Ratio	0.83	0.19	0.88	0.22	0.55	0.78
Control Delay	55.4	3.3	25.1	2.5	37.7	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	3.3	25.1	2.5	37.7	26.0
Queue Length 50th (ft)	126	30	361	0	57	40
Queue Length 95th (ft)	#236	46	412	25	82	103
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	321	2651	1808	893	519	422
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.19	0.88	0.22	0.45	0.71

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	222.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	19	55	234	73	427	43	343	154	67	225	3
Future Vol, veh/h	3	19	55	234	73	427	43	343	154	67	225	3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	23	67	285	89	521	52	418	188	82	274	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.7	353.1	175	39.5
HCM LOS	C	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	23%
Vol Thru, %	64%	25%	10%	76%
Vol Right, %	29%	71%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	540	77	734	295
LT Vol	43	3	234	67
Through Vol	343	19	73	225
RT Vol	154	55	427	3
Lane Flow Rate	659	94	895	360
Geometry Grp	1	1	1	1
Degree of Util (X)	1.292	0.223	1.723	0.763
Departure Headway (Hd)	8.887	11.442	7.583	10.176
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	415	316	492	360
Service Time	6.887	9.442	5.583	8.176
HCM Lane V/C Ratio	1.588	0.297	1.819	1
HCM Control Delay	175	17.7	353.1	39.5
HCM Lane LOS	F	C	F	E
HCM 95th-tile Q	23.2	0.8	49.1	6.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	9	3	515	502	12
Future Vol, veh/h	25	9	3	515	502	12
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	13	4	715	697	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1456	733	741	0	-	0
Stage 1	733	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	143	421	866	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	410	844	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.1	0
HCM LOS	C		

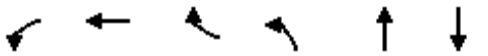
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	844	-	299	-	-
HCM Lane V/C Ratio	0.005	-	0.158	-	-
HCM Control Delay (s)	9.3	0	19.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Intersection Delay, s/veh	259.6
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	219	242	487	405	107
Future Vol, veh/h	31	219	242	487	405	107
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	322	356	716	596	157
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	25.4	411.2	158.1
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	12%	0%
Vol Thru, %	67%	0%	79%
Vol Right, %	0%	88%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	729	250	512
LT Vol	242	31	0
Through Vol	487	0	405
RT Vol	0	219	107
Lane Flow Rate	1072	368	753
Geometry Grp	1	1	1
Degree of Util (X)	1.861	0.667	1.267
Departure Headway (Hd)	6.734	7.908	7.2
Convergence, Y/N	Yes	Yes	Yes
Cap	547	460	512
Service Time	4.734	5.908	5.2
HCM Lane V/C Ratio	1.96	0.8	1.471
HCM Control Delay	411.2	25.4	158.1
HCM Lane LOS	F	D	F
HCM 95th-tile Q	63.4	4.8	25.9



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	237	237	103	210	723	1303
v/c Ratio	0.80	0.80	0.28	0.71	0.29	0.85
Control Delay	51.6	51.6	8.4	48.4	3.2	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.8
Total Delay	51.6	51.6	8.4	48.4	3.2	74.7
Queue Length 50th (ft)	116	116	0	98	28	310
Queue Length 95th (ft)	#221	#221	39	160	51	#464
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	334	334	397	340	2460	1541
Starvation Cap Reductn	0	0	0	0	0	394
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.71	0.26	0.62	0.29	1.14

Intersection Summary

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



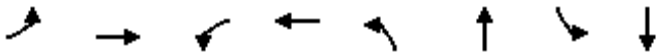
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	276	279	1005	949	364	823
v/c Ratio	0.49	0.49	1.61	0.55	1.23	0.43
Control Delay	24.9	24.8	303.0	14.9	146.2	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	24.8	303.0	14.9	146.2	15.6
Queue Length 50th (ft)	113	115	~688	83	~212	152
Queue Length 95th (ft)	189	190	#921	123	m#325	m220
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	561	569	625	1710	296	1906
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.49	1.61	0.55	1.23	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

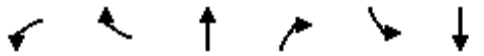
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	109	129	87	43	850	304	1448
v/c Ratio	0.54	0.26	0.46	0.21	0.27	0.59	0.55	0.73
Control Delay	39.3	17.3	37.2	13.0	45.2	18.4	37.9	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.1
Total Delay	39.3	17.3	37.2	13.0	45.3	18.9	37.9	17.1
Queue Length 50th (ft)	72	20	59	8	21	146	75	280
Queue Length 95th (ft)	155	70	131	49	64	269	144	500
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	685	914	672	887	309	2371	889	2621
Starvation Cap Reductn	0	0	0	0	27	988	0	271
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.12	0.19	0.10	0.15	0.61	0.34	0.62

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	51	29	856	35	135	1402
v/c Ratio	0.21	0.12	0.43	0.04	0.40	0.48
Control Delay	25.1	12.2	10.9	4.6	23.9	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	25.1	12.2	10.9	4.6	23.9	4.0
Queue Length 50th (ft)	14	0	95	0	35	83
Queue Length 95th (ft)	48	21	175	14	94	144
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	687	623	3491	1528	1043	3539
Starvation Cap Reductn	0	0	0	0	115	1167
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.05	0.25	0.02	0.15	0.59

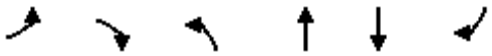
Intersection Summary



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	34	20	791	83	1384
v/c Ratio	0.45	0.15	0.21	0.33	0.69	0.99
Control Delay	25.6	4.6	54.9	7.6	78.1	38.5
Queue Delay	0.0	0.0	0.0	0.2	0.0	15.6
Total Delay	25.6	4.6	54.9	7.8	78.1	54.1
Queue Length 50th (ft)	18	0	12	95	51	528
Queue Length 95th (ft)	71	11	41	172	#152	#1542
Internal Link Dist (ft)	948	869		423		759
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	315	365	123	2600	123	1391
Starvation Cap Reductn	0	0	0	932	0	68
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.09	0.16	0.47	0.67	1.05

Intersection Summary

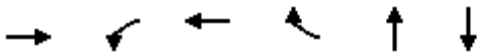
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	341	51	9	471	1190	110
v/c Ratio	0.63	0.14	0.08	0.18	0.90	0.10
Control Delay	40.1	0.8	43.3	4.1	23.5	0.9
Queue Delay	0.0	0.0	0.0	0.0	32.7	0.0
Total Delay	40.1	0.8	43.3	4.1	56.2	0.9
Queue Length 50th (ft)	88	0	5	34	396	0
Queue Length 95th (ft)	147	0	22	60	#1077	12
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	729	446	233	2797	1318	1136
Starvation Cap Reductn	0	0	0	0	202	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.11	0.04	0.17	1.07	0.10

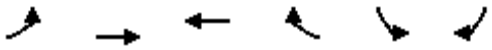
Intersection Summary

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



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	12	155	156	140	358	802
v/c Ratio	0.04	0.44	0.44	0.32	0.18	0.41
Control Delay	0.3	21.1	21.1	5.6	8.4	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	21.1	21.1	5.6	8.4	9.8
Queue Length 50th (ft)	0	40	40	0	18	48
Queue Length 95th (ft)	0	94	95	33	91	214
Internal Link Dist (ft)	323		1076		613	246
Turn Bay Length (ft)		360		360		
Base Capacity (vph)	306	949	949	954	1977	1977
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.16	0.16	0.15	0.18	0.41

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	260	1859	636	98	759	364
v/c Ratio	0.79	0.83	0.46	0.15	0.93	0.56
Control Delay	49.1	15.5	19.9	4.5	49.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	15.5	19.9	4.5	49.2	6.7
Queue Length 50th (ft)	122	334	124	0	191	0
Queue Length 95th (ft)	#227	442	172	29	#297	65
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	358	2242	1379	669	819	655
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.83	0.46	0.15	0.93	0.56

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	35.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	43	4	61	31	151	3	105	68	471	132	15
Future Vol, veh/h	4	43	4	61	31	151	3	105	68	471	132	15
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	46	4	65	33	161	3	112	72	501	140	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	13.6	11.2	53
HCM LOS	B	B	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	8%	25%	76%
Vol Thru, %	60%	84%	13%	21%
Vol Right, %	39%	8%	62%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	51	243	618
LT Vol	3	4	61	471
Through Vol	105	43	31	132
RT Vol	68	4	151	15
Lane Flow Rate	187	54	259	657
Geometry Grp	1	1	1	1
Degree of Util (X)	0.297	0.104	0.431	0.98
Departure Headway (Hd)	5.719	6.924	5.997	5.364
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	521	597	677
Service Time	3.806	4.924	4.08	3.421
HCM Lane V/C Ratio	0.3	0.104	0.434	0.97
HCM Control Delay	11.2	10.7	13.6	53
HCM Lane LOS	B	B	B	F
HCM 95th-tile Q	1.2	0.3	2.2	14.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	9	3	160	162	36
Future Vol, veh/h	16	9	3	160	162	36
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	10	3	174	176	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	379	199	218	0	-	0
Stage 1	199	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	623	842	1352	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	618	840	1348	-	-	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	848	-	-	-	-	-

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)	1348	-	719	-	-
HCM Lane V/C Ratio	0.002	-	0.038	-	-
HCM Control Delay (s)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	169	30	116	221	30
Future Vol, veh/h	47	169	30	116	221	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	184	33	126	240	33
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	9.2	10.1
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	21%	22%	0%
Vol Thru, %	79%	0%	88%
Vol Right, %	0%	78%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	146	216	251
LT Vol	30	47	0
Through Vol	116	0	221
RT Vol	0	169	30
Lane Flow Rate	159	235	273
Geometry Grp	1	1	1
Degree of Util (X)	0.213	0.294	0.349
Departure Headway (Hd)	4.837	4.507	4.599
Convergence, Y/N	Yes	Yes	Yes
Cap	738	794	780
Service Time	2.89	2.551	2.646
HCM Lane V/C Ratio	0.215	0.296	0.35
HCM Control Delay	9.2	9.4	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.8	1.2	1.6

Simtraffic Queuing Worksheets

Peak Hour Freeway Queuing Summary for Horizon Year (2040) Conditions

Intersections	Movement	Available Stacking Distance (Feet)	2040 Without Project				2040 With Project			
			95th Percentile Queue (Feet)[2]		Acceptable? [1]		95th Percentile Queue (Feet)[2]		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	**420**	160	**No**	Yes	361	163	Yes	Yes
	NBT	365	44	72	Yes	Yes	63	78	Yes	Yes
	SBT	200	**299**	**303**	**No**	**No**	**315**	**296**	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	177	**245**	Yes	**No**	203	**246**	Yes	**No**
	SBL	365	73	363	Yes	Yes	59	353	Yes	Yes
	SBT	365	93	**396**	Yes	**No**	80	363	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	75	67	Yes	Yes	75	87	Yes	Yes
	NBT/R	110	**118**	**119**	**No**	**No**	**128**	**120**	**No**	**No**
	SBL	150	149	122	Yes	Yes	**190**	126	**No**	Yes
	SBT/R	400	**402**	**486**	**No**	**No**	361	**501**	Yes	**No**
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	**803**	**803**	**No**	**No**	**804**	**803**	**No**	**No**
	NBR	145	**234**	**243**	**No**	**No**	**248**	**218**	**No**	**No**
	SBL	110	**112**	108	**No**	Yes	107	106	Yes	Yes
	SBT	110	**134**	**142**	**No**	**No**	**131**	**138**	**No**	**No**
	WBL	95	**179**	82	**No**	Yes	**795**	89	**No**	Yes
	WBR	245	**334**	66	**No**	Yes	**930**	80	**No**	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	17	**54**	Yes	**No**	14	**61**	Yes	**No**
	NBT/R	385	**449**	**464**	**No**	**No**	**452**	**464**	**No**	**No**
	SBL	50	45	**103**	Yes	**No**	49	100	Yes	Yes[3]
	SBT/R	750	356	578	Yes	Yes	354	550	Yes	Yes
12 Serfas Club Dr. & Palisades Dr.	NBL	100	47	19	Yes	Yes	51	15	Yes	Yes
	NBT/R	345	**1,236**	**1,252**	**No**	**No**	**1,245**	**1,215**	**No**	**No**
	SBT	385	199	**413**	Yes	**No**	206	**404**	Yes	**No**
	SBR	100	**156**	**131**	**No**	**No**	**140**	**138**	**No**	**No**
21 Paseo Grande & Via Del Rio	NBL/T/R	560	429	78	Yes	Yes	339	80	Yes	Yes
	SBL/T/R	1,350	119	322	Yes	Yes	108	395	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	23	7	Yes	Yes	7	10	Yes	Yes
	SBT/R	560	0	0	Yes	Yes	0	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection				12	15	Yes	Yes
	SBL/T/R	230					0	7	Yes	Yes
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	**397**	68	**No**	Yes	**354**	58	**No**	Yes
	SBT/R	330	125	78	Yes	Yes	114	79	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile queues reported from the Simtraffic software.

[3] Additional storage can be accomodated within the two-way left-turn lane.

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	711	820	308	427	49	58	291	314
Average Queue (ft)	254	470	128	261	16	14	267	280
95th Queue (ft)	896	1095	411	420	43	44	299	299
Link Distance (ft)	2345	2345		396	396	396	259	259
Upstream Blk Time (%)				2			50	91
Queuing Penalty (veh)				10			0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)		43						
Queuing Penalty (veh)		24						

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	399	377	298	219	173	264	98	70	138
Average Queue (ft)	190	177	172	94	61	109	30	19	40
95th Queue (ft)	566	572	481	177	137	207	73	55	93
Link Distance (ft)	879	879		416	416	416	396	396	396
Upstream Blk Time (%)	4	8							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)			600						
Storage Blk Time (%)		3	9						
Queuing Penalty (veh)		15	17						

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	113	161	369	318	93	115	119	104	130	285	406
Average Queue (ft)	65	41	235	173	32	66	102	25	72	104	211
95th Queue (ft)	115	107	406	370	75	113	118	68	149	295	402
Link Distance (ft)		249	339	339	94	94	94			416	416
Upstream Blk Time (%)		0	23	13	1	7	32			3	3
Queuing Penalty (veh)		0	0	0	4	31	143			11	12
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	15	1						0	0	10	
Queuing Penalty (veh)	8	2						0	1	14	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	199	349	780	812	195	108	121	126
Average Queue (ft)	110	145	263	793	82	94	68	74
95th Queue (ft)	179	334	695	803	234	112	125	134
Link Distance (ft)	3051	3051	780	780		94	94	94
Upstream Blk Time (%)			0	53		45	5	6
Queuing Penalty (veh)			0	313		138	14	19
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				81				
Queuing Penalty (veh)				55				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	598	155	31	394	451	64	378
Average Queue (ft)	290	61	3	172	441	12	185
95th Queue (ft)	750	166	17	394	449	45	356
Link Distance (ft)	992	902		394	394		780
Upstream Blk Time (%)	8			0	87		
Queuing Penalty (veh)	0			1	471		
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			0	10		2	18
Queuing Penalty (veh)			0	1		19	3

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	845	860	350	93	175	1246	277	150
Average Queue (ft)	597	659	73	12	151	1220	83	78
95th Queue (ft)	1088	1097	307	47	248	1236	199	156
Link Distance (ft)	1015	1015				1202	394	
Upstream Blk Time (%)	13	22				97	0	
Queuing Penalty (veh)	0	0				0	0	
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)		88			3	94	10	2
Queuing Penalty (veh)		11			16	461	48	10

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	51	216	461	181
Average Queue (ft)	27	183	212	68
95th Queue (ft)	47	203	429	119
Link Distance (ft)	1265	162	554	651
Upstream Blk Time (%)		100	0	
Queuing Penalty (veh)		0	2	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	58	31
Average Queue (ft)	24	2
95th Queue (ft)	51	23
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 24: Paseo Grande & Pine Crest Dr

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	148	483	154
Average Queue (ft)	84	205	80
95th Queue (ft)	126	397	125
Link Distance (ft)	3051	773	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1871

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	259	303	57	195	67	78	308	316
Average Queue (ft)	126	182	32	92	25	28	275	281
95th Queue (ft)	233	277	53	160	61	72	289	303
Link Distance (ft)	2345	2345		396	396	396	259	259
Upstream Blk Time (%)							62	89
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	902	926	650	117	153	290	392	301	347
Average Queue (ft)	863	898	650	47	79	143	212	73	180
95th Queue (ft)	1065	913	650	98	134	245	363	186	291
Link Distance (ft)	879	879		416	416	416	396	396	396
Upstream Blk Time (%)	26	89					1	0	0
Queuing Penalty (veh)	0	0					2	1	0
Storage Bay Dist (ft)			600						
Storage Blk Time (%)		31	86						
Queuing Penalty (veh)		291	246						

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	114	223	153	96	78	100	118	128	150	264	447
Average Queue (ft)	81	79	71	38	27	42	102	47	76	38	396
95th Queue (ft)	126	172	133	76	67	102	119	103	122	143	486
Link Distance (ft)		249	339	339	94	94	94			416	416
Upstream Blk Time (%)		0			0	1	31			0	11
Queuing Penalty (veh)		0			1	2	88			0	96
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	22	7						0	0	0	
Queuing Penalty (veh)	23	10						0	1	0	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	94	90	780	808	195	101	138	136
Average Queue (ft)	41	27	245	793	86	66	85	91
95th Queue (ft)	82	66	688	803	243	108	142	140
Link Distance (ft)	3051	3051	780	780		94	94	94
Upstream Blk Time (%)			0	37		6	4	5
Queuing Penalty (veh)			0	159		32	19	27
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				76				
Queuing Penalty (veh)				26				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	304	85	77	394	451	100	637
Average Queue (ft)	120	31	17	216	440	55	329
95th Queue (ft)	262	68	54	444	464	103	578
Link Distance (ft)	992	902		394	394		780
Upstream Blk Time (%)				0	75		
Queuing Penalty (veh)				1	291		
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			6	7		33	23
Queuing Penalty (veh)			22	1		445	18

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	1039	1047	350	27	175	1064	393	150
Average Queue (ft)	799	876	146	5	140	614	221	41
95th Queue (ft)	1303	1335	426	19	248	1252	413	131
Link Distance (ft)	1015	1015				1202	394	
Upstream Blk Time (%)	21	61				14	0	
Queuing Penalty (veh)	0	0				0	4	
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)		88			1	75	17	
Queuing Penalty (veh)		43			2	176	18	

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	103	91	446
Average Queue (ft)	20	51	47	161
95th Queue (ft)	40	85	78	322
Link Distance (ft)	1265	162	554	651
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	40	15
Average Queue (ft)	18	0
95th Queue (ft)	41	7
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 24: Paseo Grande & Pine Crest Dr

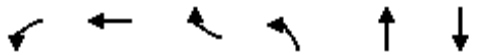
Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	111	86	90
Average Queue (ft)	55	43	49
95th Queue (ft)	95	68	78
Link Distance (ft)	3051	773	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2045

APPENDIX 7.6: HORIZON YEAR (2040) WITH PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	92	100	63	826	680	1058
v/c Ratio	0.86	0.89	0.34	1.09	0.24	1.46dr
Control Delay	96.5	101.3	10.0	80.3	1.3	71.5
Queue Delay	0.0	0.0	0.0	4.6	0.0	19.9
Total Delay	96.5	101.3	10.0	85.0	1.3	91.5
Queue Length 50th (ft)	49	53	0	~480	5	~308
Queue Length 95th (ft)	#133	#143	22	#652	12	#413
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	107	112	184	761	2862	1006
Starvation Cap Reductn	0	0	0	8	0	180
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.89	0.34	1.10	0.24	1.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

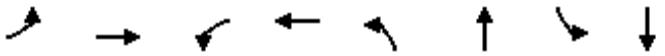
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	208	211	474	1720	52	335
v/c Ratio	0.65	0.66	0.69	0.60	0.31	0.14
Control Delay	39.0	39.3	8.7	11.5	24.6	5.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.0	39.3	8.7	11.6	24.6	5.2
Queue Length 50th (ft)	101	102	0	176	19	33
Queue Length 95th (ft)	163	165	75	264	m19	m47
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	413	415	747	2888	207	2414
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	250	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.51	0.63	0.65	0.25	0.14

Intersection Summary

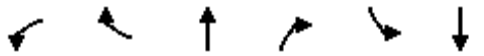
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	142	70	310	299	72	1313	138	645
v/c Ratio	0.61	0.13	0.76	0.50	0.48	0.82	0.53	0.38
Control Delay	42.4	9.9	44.5	16.0	58.5	28.0	55.9	18.8
Queue Delay	0.0	0.0	0.0	0.0	1.6	21.6	0.0	0.0
Total Delay	42.4	9.9	44.5	16.0	60.1	49.6	55.9	18.8
Queue Length 50th (ft)	75	6	173	65	44	357	43	136
Queue Length 95th (ft)	156	38	304	157	104	547	#94	227
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	362	802	632	840	202	2126	280	2001
Starvation Cap Reductn	0	0	0	0	49	850	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.09	0.49	0.36	0.47	1.03	0.49	0.32

Intersection Summary

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	189	238	1208	74	210	790
v/c Ratio	0.63	0.51	0.74	0.10	0.64	0.32
Control Delay	42.4	9.0	20.9	6.3	45.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	64.2	0.3
Total Delay	42.4	9.0	20.9	6.3	109.2	5.5
Queue Length 50th (ft)	87	0	242	7	97	64
Queue Length 95th (ft)	184	63	373	31	#268	122
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	691	755	2770	1223	327	3311
Starvation Cap Reductn	0	0	0	0	147	1691
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.32	0.44	0.06	1.17	0.49

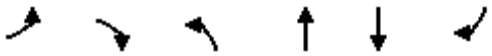
Intersection Summary

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



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	47	6	1166	17	963
v/c Ratio	0.44	0.15	0.04	0.53	0.12	0.80
Control Delay	33.3	17.0	42.3	9.8	41.6	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	17.0	42.3	9.9	41.6	16.5
Queue Length 50th (ft)	32	4	2	96	6	210
Queue Length 95th (ft)	128	42	19	286	36	699
Internal Link Dist (ft)	948	869		423		759
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	479	561	223	3286	223	1714
Starvation Cap Reductn	0	0	0	380	0	29
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.08	0.03	0.40	0.08	0.57

Intersection Summary



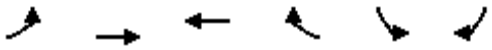
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	198	13	42	988	449	510
v/c Ratio	0.24	0.03	0.19	0.51	0.51	0.56
Control Delay	18.3	0.1	25.8	7.6	13.0	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	0.1	25.8	7.6	13.0	6.9
Queue Length 50th (ft)	17	0	8	68	56	19
Queue Length 95th (ft)	63	0	46	146	227	134
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	1662	831	398	3444	1785	1496
Starvation Cap Reductn	0	0	0	0	10	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.02	0.11	0.29	0.25	0.34

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	6	33	33	89	10	402	425
v/c Ratio	0.02	0.12	0.12	0.23	0.06	0.17	0.19
Control Delay	0.2	17.3	17.3	2.6	26.0	7.3	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	17.3	17.3	2.6	26.0	7.3	9.5
Queue Length 50th (ft)	0	8	8	0	2	15	16
Queue Length 95th (ft)	0	27	27	11	19	102	130
Internal Link Dist (ft)	323		1076			613	246
Turn Bay Length (ft)		360		360	120		
Base Capacity (vph)	314	945	956	950	195	2363	2273
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	0.02	0.03	0.03	0.09	0.05	0.17	0.19

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	264	513	1599	196	235	301
v/c Ratio	0.83	0.19	0.88	0.22	0.55	0.78
Control Delay	55.4	3.3	25.6	2.4	37.8	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	3.3	25.6	2.4	37.8	26.0
Queue Length 50th (ft)	126	30	366	0	58	40
Queue Length 95th (ft)	#236	46	417	25	83	103
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	321	2650	1807	894	519	422
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.19	0.88	0.22	0.45	0.71

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	233.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	19	56	237	73	427	43	359	158	67	234	3
Future Vol, veh/h	3	19	56	237	73	427	43	359	158	67	234	3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	23	68	289	89	521	52	438	193	82	285	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.2	361.9	197.9	42.7
HCM LOS	C	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	22%
Vol Thru, %	64%	24%	10%	77%
Vol Right, %	28%	72%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	560	78	737	304
LT Vol	43	3	237	67
Through Vol	359	19	73	234
RT Vol	158	56	427	3
Lane Flow Rate	683	95	899	371
Geometry Grp	1	1	1	1
Degree of Util (X)	1.348	0.228	1.742	0.787
Departure Headway (Hd)	8.993	11.78	7.727	10.359
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	410	307	476	352
Service Time	6.993	9.78	5.727	8.359
HCM Lane V/C Ratio	1.666	0.309	1.889	1.054
HCM Control Delay	197.9	18.2	361.9	42.7
HCM Lane LOS	F	C	F	E
HCM 95th-tile Q	25.4	0.9	49.4	6.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	9	3	536	515	12
Future Vol, veh/h	25	9	3	536	515	12
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	13	4	744	715	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1503	751	759	0	-	0
Stage 1	751	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	134	411	852	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	400	830	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	830	-	290	-	-
HCM Lane V/C Ratio	0.005	-	0.163	-	-
HCM Control Delay (s)	9.4	0	19.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	1	0	4	2	521	0	2	515	7
Future Vol, veh/h	14	0	4	1	0	4	2	521	0	2	515	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	4	1	0	4	2	566	0	2	560	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1140	1138	564	1140	1142	566	568	0	0	566	0	0
Stage 1	568	568	-	570	570	-	-	-	-	-	-	-
Stage 2	572	570	-	570	572	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	178	201	525	178	200	524	1004	-	-	1006	-	-
Stage 1	508	506	-	506	505	-	-	-	-	-	-	-
Stage 2	505	505	-	506	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	176	200	525	176	199	524	1004	-	-	1006	-	-
Mov Cap-2 Maneuver	176	200	-	176	199	-	-	-	-	-	-	-
Stage 1	506	504	-	504	503	-	-	-	-	-	-	-
Stage 2	499	503	-	500	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.2	14.7	0	0
HCM LOS	C	B		

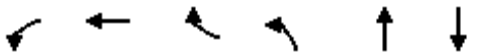
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1004	-	-	207	376	1006	-	-
HCM Lane V/C Ratio	0.002	-	-	0.095	0.014	0.002	-	-
HCM Control Delay (s)	8.6	0	-	24.2	14.7	8.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Intersection	
Intersection Delay, s/veh	269.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	221	245	490	410	111
Future Vol, veh/h	34	221	245	490	410	111
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	325	360	721	603	163
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	26.3	423.4	170.4
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	13%	0%
Vol Thru, %	67%	0%	79%
Vol Right, %	0%	87%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	735	255	521
LT Vol	245	34	0
Through Vol	490	0	410
RT Vol	0	221	111
Lane Flow Rate	1081	375	766
Geometry Grp	1	1	1
Degree of Util (X)	1.888	0.681	1.297
Departure Headway (Hd)	6.803	7.964	7.266
Convergence, Y/N	Yes	Yes	Yes
Cap	540	458	506
Service Time	4.803	5.964	5.266
HCM Lane V/C Ratio	2.002	0.819	1.514
HCM Control Delay	423.4	26.3	170.4
HCM Lane LOS	F	D	F
HCM 95th-tile Q	64.5	5	27.2



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	244	244	103	214	725	1306
v/c Ratio	0.81	0.81	0.28	0.72	0.30	0.85
Control Delay	53.0	53.0	8.3	48.9	3.2	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.7
Total Delay	53.0	53.0	8.3	48.9	3.2	75.1
Queue Length 50th (ft)	121	121	0	99	27	313
Queue Length 95th (ft)	#230	#230	39	163	51	#467
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	334	334	397	340	2454	1533
Starvation Cap Reductn	0	0	0	0	0	391
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.73	0.26	0.63	0.30	1.14

Intersection Summary

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



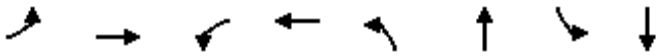
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	276	279	1011	961	364	840
v/c Ratio	0.49	0.49	1.63	0.56	1.23	0.44
Control Delay	24.9	24.8	311.9	15.2	145.8	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	24.8	311.9	15.2	145.8	15.6
Queue Length 50th (ft)	113	115	~698	87	~212	158
Queue Length 95th (ft)	189	190	#931	127	m#317	m225
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	561	569	621	1707	296	1906
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.49	1.63	0.56	1.23	0.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

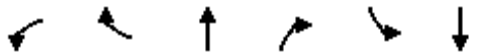
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	169	136	129	89	69	847	313	1462
v/c Ratio	0.61	0.32	0.50	0.22	0.39	0.55	0.59	0.77
Control Delay	44.0	17.3	41.1	13.7	48.8	18.1	41.4	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.4	1.0	0.0	0.2
Total Delay	44.0	17.3	41.1	13.7	49.2	19.1	41.4	20.4
Queue Length 50th (ft)	86	25	64	9	37	154	84	311
Queue Length 95th (ft)	174	81	137	52	91	274	151	542
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	632	851	581	827	285	2202	822	2416
Starvation Cap Reductn	0	0	0	0	56	1024	0	303
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.16	0.22	0.11	0.30	0.72	0.38	0.69

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	53	42	865	38	151	1409
v/c Ratio	0.24	0.18	0.53	0.05	0.47	0.53
Control Delay	26.7	11.6	13.0	4.7	26.1	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	26.7	11.6	13.0	4.7	26.1	4.8
Queue Length 50th (ft)	15	0	100	1	40	84
Queue Length 95th (ft)	50	25	183	15	105	147
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	602	558	3470	1519	914	3539
Starvation Cap Reductn	0	0	0	0	131	1181
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.08	0.25	0.03	0.19	0.60

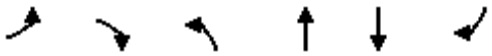
Intersection Summary



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	34	20	803	83	1394
v/c Ratio	0.45	0.15	0.21	0.33	0.69	1.00
Control Delay	25.6	4.6	54.9	7.7	78.1	40.3
Queue Delay	0.0	0.0	0.0	0.2	0.0	16.2
Total Delay	25.6	4.6	54.9	7.9	78.1	56.5
Queue Length 50th (ft)	18	0	12	97	51	542
Queue Length 95th (ft)	71	11	41	174	#152	#1560
Internal Link Dist (ft)	948	869		423		759
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	315	365	123	2600	123	1391
Starvation Cap Reductn	0	0	0	928	0	66
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.09	0.16	0.48	0.67	1.05

Intersection Summary

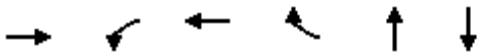
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	341	51	9	483	1199	110
v/c Ratio	0.63	0.14	0.08	0.19	0.91	0.10
Control Delay	40.1	0.8	43.3	4.1	24.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	34.5	0.0
Total Delay	40.1	0.8	43.3	4.1	58.7	0.9
Queue Length 50th (ft)	88	0	5	35	406	0
Queue Length 95th (ft)	147	0	22	62	#1090	12
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	729	446	233	2797	1318	1136
Starvation Cap Reductn	0	0	0	0	199	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.11	0.04	0.17	1.07	0.10

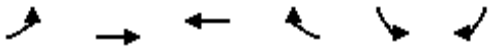
Intersection Summary

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



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	12	155	156	140	360	805
v/c Ratio	0.04	0.44	0.44	0.32	0.18	0.41
Control Delay	0.3	21.1	21.1	5.6	8.4	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	21.1	21.1	5.6	8.4	9.8
Queue Length 50th (ft)	0	40	40	0	18	48
Queue Length 95th (ft)	0	94	95	33	91	214
Internal Link Dist (ft)	323		1076		613	246
Turn Bay Length (ft)		360		360		
Base Capacity (vph)	306	949	949	954	1977	1977
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.16	0.16	0.15	0.18	0.41

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	260	1870	643	100	762	365
v/c Ratio	0.79	0.83	0.47	0.15	0.93	0.56
Control Delay	49.1	15.7	20.0	4.5	49.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	15.7	20.0	4.5	49.8	6.7
Queue Length 50th (ft)	122	337	126	0	192	0
Queue Length 95th (ft)	#227	446	175	29	#299	65
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	358	2242	1379	670	819	655
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.83	0.47	0.15	0.93	0.56

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	42.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	43	5	67	31	151	4	119	73	471	152	15
Future Vol, veh/h	4	43	5	67	31	151	4	119	73	471	152	15
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	46	5	71	33	161	4	127	78	501	162	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	14.3	11.9	65.4
HCM LOS	B	B	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	8%	27%	74%
Vol Thru, %	61%	83%	12%	24%
Vol Right, %	37%	10%	61%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	52	249	638
LT Vol	4	4	67	471
Through Vol	119	43	31	152
RT Vol	73	5	151	15
Lane Flow Rate	209	55	265	679
Geometry Grp	1	1	1	1
Degree of Util (X)	0.338	0.107	0.452	1.027
Departure Headway (Hd)	5.831	7.123	6.147	5.447
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	611	506	580	665
Service Time	3.926	5.123	4.241	3.512
HCM Lane V/C Ratio	0.342	0.109	0.457	1.021
HCM Control Delay	11.9	11	14.3	65.4
HCM Lane LOS	B	B	B	F
HCM 95th-tile Q	1.5	0.4	2.3	17

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	9	3	180	189	36
Future Vol, veh/h	16	9	3	180	189	36
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	10	3	196	205	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	430	228	247	0	-	0
Stage 1	228	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	582	811	1319	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	809	1315	-	-	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1315	-	689	-	-
HCM Lane V/C Ratio	0.002	-	0.039	-	-
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	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	3	1	0	3	5	169	1	5	256	16
Future Vol, veh/h	11	0	3	1	0	3	5	169	1	5	256	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	3	1	0	3	5	184	1	5	278	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	493	492	287	493	500	185	295	0	0	185	0	0
Stage 1	297	297	-	195	195	-	-	-	-	-	-	-
Stage 2	196	195	-	298	305	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	486	478	752	486	473	857	1266	-	-	1390	-	-
Stage 1	712	668	-	807	739	-	-	-	-	-	-	-
Stage 2	806	739	-	711	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	481	474	752	481	469	857	1266	-	-	1390	-	-
Mov Cap-2 Maneuver	481	474	-	481	469	-	-	-	-	-	-	-
Stage 1	709	665	-	804	736	-	-	-	-	-	-	-
Stage 2	800	736	-	705	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	10.1	0.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1266	-	-	521	717	1390	-	-
HCM Lane V/C Ratio	0.004	-	-	0.029	0.006	0.004	-	-
HCM Control Delay (s)	7.9	0	-	12.1	10.1	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	173	34	122	225	36
Future Vol, veh/h	53	173	34	122	225	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	188	37	133	245	39
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.7	9.4	10.4
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	22%	23%	0%
Vol Thru, %	78%	0%	86%
Vol Right, %	0%	77%	14%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	156	226	261
LT Vol	34	53	0
Through Vol	122	0	225
RT Vol	0	173	36
Lane Flow Rate	170	246	284
Geometry Grp	1	1	1
Degree of Util (X)	0.23	0.312	0.365
Departure Headway (Hd)	4.887	4.574	4.636
Convergence, Y/N	Yes	Yes	Yes
Cap	731	781	772
Service Time	2.946	2.623	2.688
HCM Lane V/C Ratio	0.233	0.315	0.368
HCM Control Delay	9.4	9.7	10.4
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.9	1.3	1.7

Simtraffic Queuing Worksheets

Peak Hour Freeway Queuing Summary for Horizon Year (2040) Conditions

Intersections	Movement	Available Stacking Distance (Feet)	2040 Without Project				2040 With Project			
			95th Percentile Queue (Feet)[2]		Acceptable? [1]		95th Percentile Queue (Feet)[2]		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	**420**	160	**No**	Yes	361	163	Yes	Yes
	NBT	365	44	72	Yes	Yes	63	78	Yes	Yes
	SBT	200	**299**	**303**	**No**	**No**	**315**	**296**	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	177	**245**	Yes	**No**	203	**246**	Yes	**No**
	SBL	365	73	363	Yes	Yes	59	353	Yes	Yes
	SBT	365	93	**396**	Yes	**No**	80	363	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	75	67	Yes	Yes	75	87	Yes	Yes
	NBT/R	110	**118**	**119**	**No**	**No**	**128**	**120**	**No**	**No**
	SBL	150	149	122	Yes	Yes	**190**	126	**No**	Yes
	SBT/R	400	**402**	**486**	**No**	**No**	361	**501**	Yes	**No**
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	**803**	**803**	**No**	**No**	**804**	**803**	**No**	**No**
	NBR	145	**234**	**243**	**No**	**No**	**248**	**218**	**No**	**No**
	SBL	110	**112**	108	**No**	Yes	107	106	Yes	Yes
	SBT	110	**134**	**142**	**No**	**No**	**131**	**138**	**No**	**No**
	WBL	95	**179**	82	**No**	Yes	**795**	89	**No**	Yes
	WBR	245	**334**	66	**No**	Yes	**930**	80	**No**	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	17	**54**	Yes	**No**	14	**61**	Yes	**No**
	NBT/R	385	**449**	**464**	**No**	**No**	**452**	**464**	**No**	**No**
	SBL	50	45	**103**	Yes	**No**	49	100	Yes	Yes[3]
	SBT/R	750	356	578	Yes	Yes	354	550	Yes	Yes
12 Serfas Club Dr. & Palisades Dr.	NBL	100	47	19	Yes	Yes	51	15	Yes	Yes
	NBT/R	345	**1,236**	**1,252**	**No**	**No**	**1,245**	**1,215**	**No**	**No**
	SBT	385	199	**413**	Yes	**No**	206	**404**	Yes	**No**
	SBR	100	**156**	**131**	**No**	**No**	**140**	**138**	**No**	**No**
21 Paseo Grande & Via Del Rio	NBL/T/R	560	429	78	Yes	Yes	339	80	Yes	Yes
	SBL/T/R	1,350	119	322	Yes	Yes	108	395	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	23	7	Yes	Yes	7	10	Yes	Yes
	SBT/R	560	0	0	Yes	Yes	0	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection				12	15	Yes	Yes
	SBL/T/R	230					0	7	Yes	Yes
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	**397**	68	**No**	Yes	**354**	58	**No**	Yes
	SBT/R	330	125	78	Yes	Yes	114	79	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile queues reported from the Simtraffic software.

[3] Additional storage can be accomodated within the two-way left-turn lane.

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	948	997	400	391	112	110	290	311
Average Queue (ft)	381	699	258	237	20	18	265	278
95th Queue (ft)	967	1082	566	361	63	60	315	294
Link Distance (ft)	2345	2345		396	396	396	259	259
Upstream Blk Time (%)				1			46	94
Queuing Penalty (veh)				4			0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)		86						
Queuing Penalty (veh)		47						

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	343	357	378	191	171	250	72	129	89
Average Queue (ft)	129	139	136	92	56	102	27	23	35
95th Queue (ft)	253	319	367	172	129	203	59	80	77
Link Distance (ft)	879	879		416	416	416	396	396	396
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			600						
Storage Blk Time (%)		0	1						
Queuing Penalty (veh)		1	2						

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	114	214	372	322	92	119	128	110	200	380	404
Average Queue (ft)	67	57	272	176	32	70	103	31	87	144	201
95th Queue (ft)	116	157	426	393	75	128	120	85	190	339	361
Link Distance (ft)		249	339	339	94	94	94			416	416
Upstream Blk Time (%)		3	41	16	2	9	34			4	1
Queuing Penalty (veh)		0	0	0	7	42	152			15	4
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	15	6						0	0	26	
Queuing Penalty (veh)	10	8						0	1	35	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	556	556	769	810	195	107	128	123
Average Queue (ft)	231	277	268	793	92	95	67	70
95th Queue (ft)	795	930	691	804	248	107	129	131
Link Distance (ft)	3051	3051	780	780		94	94	94
Upstream Blk Time (%)			0	52		54	5	5
Queuing Penalty (veh)			0	313		169	15	17
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				82				
Queuing Penalty (veh)				57				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	636	163	15	397	456	82	407
Average Queue (ft)	309	48	2	200	442	15	182
95th Queue (ft)	709	125	14	439	452	49	354
Link Distance (ft)	992	902		394	394		780
Upstream Blk Time (%)				0	89		
Queuing Penalty (veh)				2	486		
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			0	9		2	18
Queuing Penalty (veh)			0	1		15	3

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	833	861	350	94	175	1265	317	150
Average Queue (ft)	528	585	55	11	149	1222	81	65
95th Queue (ft)	1014	1034	266	51	250	1245	206	140
Link Distance (ft)	1015	1015				1202	394	
Upstream Blk Time (%)	8	8				97	0	
Queuing Penalty (veh)	0	0				0	0	
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)		81			2	96	10	1
Queuing Penalty (veh)		10			10	471	45	2

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	78	214	392	141
Average Queue (ft)	27	185	183	67
95th Queue (ft)	53	205	339	108
Link Distance (ft)	1265	162	554	651
Upstream Blk Time (%)		100		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	61	8
Average Queue (ft)	22	0
95th Queue (ft)	50	7
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	40	29	35
Average Queue (ft)	14	4	1
95th Queue (ft)	38	19	12
Link Distance (ft)	482	354	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 24: Paseo Grande & Pine Crest Dr

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	136	410	130
Average Queue (ft)	84	187	77
95th Queue (ft)	127	354	114
Link Distance (ft)	3051	773	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1945

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	429	453	231	214	73	91	312	306
Average Queue (ft)	182	236	82	93	26	30	276	279
95th Queue (ft)	409	456	289	163	61	78	296	295
Link Distance (ft)	2345	2345		396	396	396	259	259
Upstream Blk Time (%)							66	86
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)		13	0					
Queuing Penalty (veh)		13	0					

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	915	920	650	121	218	293	375	326	414
Average Queue (ft)	841	898	650	46	85	148	213	91	208
95th Queue (ft)	1127	913	652	99	154	246	353	235	363
Link Distance (ft)	879	879		416	416	416	396	396	396
Upstream Blk Time (%)	27	89					0	0	1
Queuing Penalty (veh)	0	0					0	0	3
Storage Bay Dist (ft)			600						
Storage Blk Time (%)		35	88						
Queuing Penalty (veh)		327	254						

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	114	257	169	120	93	93	123	138	158	296	448
Average Queue (ft)	77	97	80	40	43	41	103	53	82	57	406
95th Queue (ft)	123	206	140	79	87	98	120	110	126	215	501
Link Distance (ft)		249	339	339	94	94	94			416	416
Upstream Blk Time (%)		1			2	0	35			0	17
Queuing Penalty (veh)		0			7	0	102			0	142
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	22	11						0	0	0	
Queuing Penalty (veh)	28	17						0	1	1	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	122	95	779	809	195	100	132	138
Average Queue (ft)	44	37	251	792	68	66	87	90
95th Queue (ft)	89	80	666	803	218	106	137	138
Link Distance (ft)	3051	3051	780	780		94	94	94
Upstream Blk Time (%)			0	36		10	4	5
Queuing Penalty (veh)			0	160		49	20	26
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				74				
Queuing Penalty (veh)				28				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	266	61	100	404	456	99	630
Average Queue (ft)	102	22	18	202	441	52	318
95th Queue (ft)	213	55	61	433	464	100	550
Link Distance (ft)	992	902		394	394		780
Upstream Blk Time (%)				0	74		
Queuing Penalty (veh)				2	293		
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			3	8		27	23
Queuing Penalty (veh)			10	1		366	18

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	1036	1039	350	28	175	1001	397	150
Average Queue (ft)	849	928	160	3	141	591	217	41
95th Queue (ft)	1258	1286	443	15	247	1215	404	138
Link Distance (ft)	1015	1015				1202	394	
Upstream Blk Time (%)	21	73				10	0	
Queuing Penalty (veh)	0	0				0	3	
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)		94	0		1	73	17	
Queuing Penalty (veh)		46	0		2	175	18	

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	100	111	462
Average Queue (ft)	21	50	47	182
95th Queue (ft)	43	84	80	395
Link Distance (ft)	1265	162	554	651
Upstream Blk Time (%)				1
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	33	15
Average Queue (ft)	17	1
95th Queue (ft)	40	10
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	30	30	15
Average Queue (ft)	8	4	2	0
95th Queue (ft)	29	21	15	7
Link Distance (ft)	482	354	273	231
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Paseo Grande & Pine Crest Dr

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	118	62	100
Average Queue (ft)	55	40	51
95th Queue (ft)	88	58	79
Link Distance (ft)	3051	773	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2115

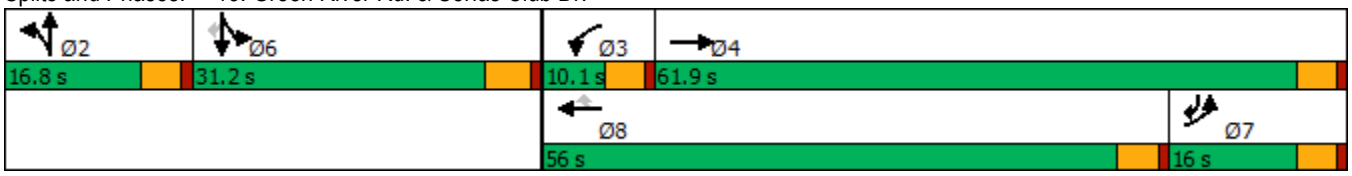
APPENDIX 7.7: HORIZON YEAR (2040) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	380	570	16	1732	371	59	134	21	257
Future Volume (vph)	380	570	16	1732	371	59	134	21	257
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8		2	6	6	7
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	6	7
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	27.7	14.7	31.2	31.2	9.6
Total Split (s)	16.0	61.9	10.1	56.0	56.0	16.8	31.2	31.2	16.0
Total Split (%)	13.3%	51.6%	8.4%	46.7%	46.7%	14.0%	26.0%	26.0%	13.3%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.2	4.2	3.6
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead				Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	11.5	63.8	5.3	51.5	51.5	10.6	13.2	13.2	25.3
Actuated g/C Ratio	0.11	0.60	0.05	0.49	0.49	0.10	0.12	0.12	0.24
v/c Ratio	1.03	0.26	0.18	0.99	0.45	0.53	0.36	0.36	0.50
Control Delay	100.8	12.1	55.8	46.4	10.6	49.4	46.8	46.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.8	12.1	55.8	46.4	10.6	49.4	46.8	46.6	8.5
LOS	F	B	E	D	B	D	D	D	A
Approach Delay		47.4		40.2		49.4		22.9	
Approach LOS		D		D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 40.4	Intersection LOS: D
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	380	570	4	16	1732	371	7	59	33	134	21	257
Future Volume (veh/h)	380	570	4	16	1732	371	7	59	33	134	21	257
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	392	588	4	16	1786	253	7	61	24	154	0	154
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	2230	15	32	1888	792	12	108	43	353	0	336
Arrive On Green	0.11	0.60	0.60	0.02	0.50	0.50	0.09	0.09	0.09	0.10	0.00	0.10
Sat Flow, veh/h	3563	3711	25	1781	3741	1568	135	1180	464	3563	0	1585
Grp Volume(v), veh/h	392	296	296	16	1786	253	92	0	0	154	0	154
Grp Sat Flow(s),veh/h/ln	1781	1870	1866	1781	1870	1568	1780	0	0	1781	0	1585
Q Serve(g_s), s	11.1	7.6	7.6	0.9	45.6	9.6	5.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	11.1	7.6	7.6	0.9	45.6	9.6	5.0	0.0	0.0	4.1	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.08		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	403	1124	1121	32	1888	792	163	0	0	353	0	336
V/C Ratio(X)	0.97	0.26	0.26	0.50	0.95	0.32	0.56	0.00	0.00	0.44	0.00	0.46
Avail Cap(c_a), veh/h	403	1124	1121	97	1903	798	214	0	0	918	0	588
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	1.00
Uniform Delay (d), s/veh	44.6	9.5	9.5	49.1	23.7	14.7	43.9	0.0	0.0	42.8	0.0	34.7
Incr Delay (d2), s/veh	37.6	0.1	0.1	4.5	10.5	0.2	1.1	0.0	0.0	0.8	0.0	1.0
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	6.9	3.0	3.0	0.4	21.5	3.4	2.2	0.0	0.0	1.8	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.2	9.7	9.7	53.5	34.2	15.0	45.0	0.0	0.0	43.6	0.0	35.6
LnGrp LOS	F	A	A	D	C	B	D	A	A	D	A	D
Approach Vol, veh/h		984			2055			92			308	
Approach Delay, s/veh		38.5			32.0			45.0			39.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.9	6.4	65.3		15.2	16.1	55.6				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	* 4.7	* 4.7				
Max Green Setting (Gmax), s		* 12	5.5	* 57		26.0	* 11	* 51				
Max Q Clear Time (g_c+I1), s		7.0	2.9	9.6		6.1	13.1	47.6				
Green Ext Time (p_c), s		0.1	0.0	4.1		1.0	0.0	3.3				

Intersection Summary	
HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

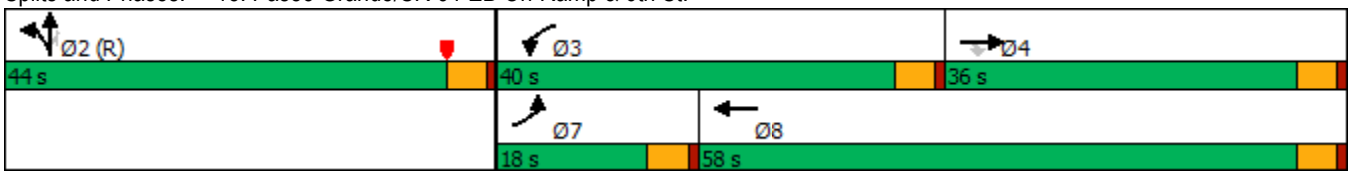
User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations								
Traffic Volume (vph)	126	335	168	411	1102	405	378	322
Future Volume (vph)	126	335	168	411	1102	405	378	322
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	7	4		3	8	2	2	
Permitted Phases			4					2
Detector Phase	7	4	4	3	8	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	18.0	36.0	36.0	40.0	58.0	44.0	44.0	44.0
Total Split (%)	15.0%	30.0%	30.0%	33.3%	48.3%	36.7%	36.7%	36.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	12.1	24.0	24.0	33.0	44.9	49.2	49.2	49.2
Actuated g/C Ratio	0.10	0.20	0.20	0.28	0.37	0.41	0.41	0.41
v/c Ratio	0.78	0.52	0.40	0.93	0.74	0.58	0.64	0.42
Control Delay	80.0	44.9	7.9	68.7	33.9	33.7	35.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.7	5.2	0.3
Total Delay	80.0	44.9	7.9	68.7	33.9	36.4	40.5	4.9
LOS	E	D	A	E	C	D	D	A
Approach Delay		42.0			42.5		28.7	
Approach LOS		D			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 37.9	Intersection LOS: D
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	335	168	411	1102	160	405	378	322	0	0	0
Future Volume (veh/h)	126	335	168	411	1102	160	405	378	322	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	138	368	147	452	1211	142	430	436	245			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	164	568	248	478	1552	182	814	855	715			
Arrive On Green	0.09	0.16	0.16	0.27	0.34	0.34	0.46	0.46	0.46			
Sat Flow, veh/h	1781	3554	1550	1781	4624	542	1781	1870	1564			
Grp Volume(v), veh/h	138	368	147	452	891	462	430	436	245			
Grp Sat Flow(s),veh/h/ln	1781	1777	1550	1781	1702	1762	1781	1870	1564			
Q Serve(g_s), s	9.1	11.6	10.6	29.9	28.3	28.3	20.7	19.8	12.1			
Cycle Q Clear(g_c), s	9.1	11.6	10.6	29.9	28.3	28.3	20.7	19.8	12.1			
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00			
Lane Grp Cap(c), veh/h	164	568	248	478	1142	591	814	855	715			
V/C Ratio(X)	0.84	0.65	0.59	0.95	0.78	0.78	0.53	0.51	0.34			
Avail Cap(c_a), veh/h	199	930	405	525	1515	784	814	855	715			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.96	0.50	0.50	0.50	0.60	0.60	0.60			
Uniform Delay (d), s/veh	53.6	47.3	46.8	43.1	35.9	35.9	23.3	23.1	21.0			
Incr Delay (d2), s/veh	19.0	1.2	2.2	15.2	1.0	1.9	1.5	1.3	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			
%ile BackOfQ(50%),veh/ln	4.9	5.2	4.2	14.9	11.7	12.2	9.1	9.1	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	48.5	49.0	58.3	36.9	37.8	24.8	24.4	21.7			
LnGrp LOS	E	D	D	E	D	D	C	C	C			
Approach Vol, veh/h		653			1805			1111				
Approach Delay, s/veh		53.7			42.5			23.9				
Approach LOS		D			D			C				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		59.5	36.8	23.8			15.7	44.9				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		39.4	35.4	31.4			13.4	53.4				
Max Q Clear Time (g_c+I1), s		22.7	31.9	13.6			11.1	30.3				
Green Ext Time (p_c), s		2.9	0.3	2.6			0.0	10.0				

Intersection Summary												
HCM 6th Ctrl Delay			38.7									
HCM 6th LOS			D									

Notes

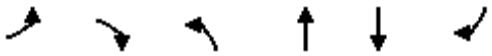
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	172	58	883	238	252
Future Volume (vph)	172	58	883	238	252
Turn Type	Prot	Perm	NA	NA	Perm
Protected Phases	4		2	6	
Permitted Phases		2			6
Detector Phase	4	2	2	6	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	14.6	14.6	21.6	21.6
Total Split (s)	29.0	91.0	91.0	91.0	91.0
Total Split (%)	24.2%	75.8%	75.8%	75.8%	75.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Min	Min	Min	Min
Act Effct Green (s)	14.4	46.8	46.8	46.8	46.8
Actuated g/C Ratio	0.20	0.66	0.66	0.66	0.66
v/c Ratio	0.55	0.08	0.77	0.21	0.24
Control Delay	34.7	4.9	13.8	5.3	1.2
Queue Delay	0.0	0.0	0.6	0.1	0.1
Total Delay	34.7	4.9	14.4	5.4	1.2
LOS	C	A	B	A	A
Approach Delay	34.7		13.8	3.3	
Approach LOS	C		B	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: Paseo Grande & Frontage Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	13	58	883	238	252
Future Volume (veh/h)	172	13	58	883	238	252
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	14	62	949	256	271
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	298	23	650	1197	1197	1014
Arrive On Green	0.18	0.18	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1634	124	876	1870	1870	1585
Grp Volume(v), veh/h	200	0	62	949	256	271
Grp Sat Flow(s),veh/h/ln	1766	0	876	1870	1870	1585
Q Serve(g_s), s	5.4	0.0	1.6	19.2	3.0	3.8
Cycle Q Clear(g_c), s	5.4	0.0	4.6	19.2	3.0	3.8
Prop In Lane	0.92	0.07	1.00			1.00
Lane Grp Cap(c), veh/h	322	0	650	1197	1197	1014
V/C Ratio(X)	0.62	0.00	0.10	0.79	0.21	0.27
Avail Cap(c_a), veh/h	832	0	1551	3121	3121	2645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	4.8	6.8	3.9	4.0
Incr Delay (d2), s/veh	2.0	0.0	0.1	1.2	0.1	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	2.2	0.0	0.2	5.3	0.8	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	0.0	4.9	8.0	4.0	4.2
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	200			1011	527	
Approach Delay, s/veh	21.5			7.8	4.1	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		37.7		14.0		37.7
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		86.4		24.4		86.4
Max Q Clear Time (g_c+I1), s		21.2		7.4		5.8
Green Ext Time (p_c), s		11.9		0.5		2.8

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

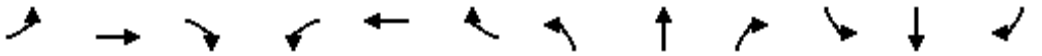
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	53	36	59	74	6	713	12	229
Future Volume (vph)	53	36	59	74	6	713	12	229
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	38.0	38.0	38.0	38.0	82.0	82.0	82.0	82.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	68.3%	68.3%	68.3%	68.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		21.1		21.1		44.7		44.7
Actuated g/C Ratio		0.28		0.28		0.59		0.59
v/c Ratio		0.34		0.75		0.79		0.27
Control Delay		28.5		34.8		18.6		8.7
Queue Delay		0.0		0.0		0.0		0.2
Total Delay		28.5		34.8		18.6		8.9
LOS		C		C		B		A
Approach Delay		28.5		34.8		18.6		8.9
Approach LOS		C		C		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 20: Paseo Grande & Via Santiago





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	36	10	59	74	175	6	713	34	12	229	10
Future Volume (veh/h)	53	36	10	59	74	175	6	713	34	12	229	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	41	-4	67	84	167	7	810	29	14	260	9
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	157	0	144	138	222	70	1012	36	87	974	33
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	681	636	-52	238	524	842	4	1789	64	29	1721	57
Grp Volume(v), veh/h	0	0	0	318	0	0	846	0	0	283	0	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1604	0	0	1856	0	0	1807	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.7	0.0	0.0	19.5	0.0	0.0	4.2	0.0	0.0
Prop In Lane	0.62		-0.04	0.21		0.53	0.01		0.03	0.05		0.03
Lane Grp Cap(c), veh/h	0	0	0	503	0	0	1118	0	0	1093	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.63	0.00	0.00	0.76	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	1066	0	0	2733	0	0	2582	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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.1	0.0	0.0	9.3	0.0	0.0	6.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.0	1.1	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	0.0	0.0	0.0	3.5	0.0	0.0	6.3	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	19.4	0.0	0.0	10.4	0.0	0.0	6.1	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		0			318			846			283	
Approach Delay, s/veh		0.0			19.4			10.4			6.1	
Approach LOS					B			B			A	

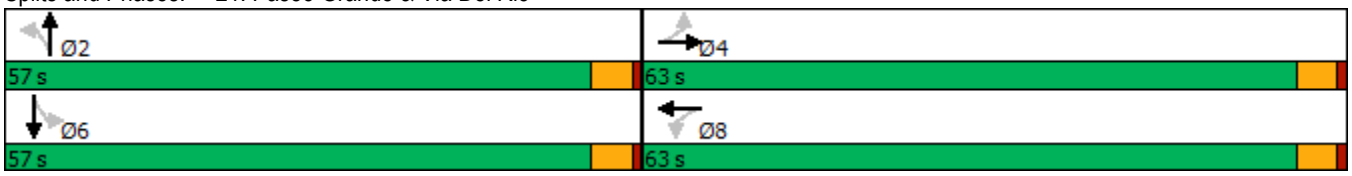
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		18.7		35.0		18.7				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		77.4		33.4		77.4		33.4				
Max Q Clear Time (g_c+I1), s		21.5		0.0		6.2		11.7				
Green Ext Time (p_c), s		8.9		0.0		2.1		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	19	237	73	43	359	67	234
Future Volume (vph)	3	19	237	73	43	359	67	234
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	63.0	63.0	63.0	63.0	57.0	57.0	57.0	57.0
Total Split (%)	52.5%	52.5%	52.5%	52.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		58.8		58.8		43.8		43.8
Actuated g/C Ratio		0.53		0.53		0.39		0.39
v/c Ratio		0.10		1.01		0.90		0.68
Control Delay		6.6		59.3		48.5		35.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.6		59.3		48.5		35.8
LOS		A		E		D		D
Approach Delay		6.6		59.3		48.5		35.8
Approach LOS		A		E		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 49.0	Intersection LOS: D
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	19	56	237	73	427	43	359	158	67	234	3
Future Volume (veh/h)	3	19	56	237	73	427	43	359	158	67	234	3
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		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	21	50	258	79	306	47	390	133	73	254	2
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	252	547	351	100	348	88	481	157	143	461	3
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	21	515	1117	578	205	710	90	1248	407	215	1197	9
Grp Volume(v), veh/h	74	0	0	643	0	0	570	0	0	329	0	0
Grp Sat Flow(s),veh/h/ln	1653	0	0	1493	0	0	1745	0	0	1421	0	0
Q Serve(g_s), s	0.0	0.0	0.0	26.5	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	28.2	0.0	0.0	21.6	0.0	0.0	11.9	0.0	0.0
Prop In Lane	0.04		0.68	0.40		0.48	0.08		0.23	0.22		0.01
Lane Grp Cap(c), veh/h	860	0	0	799	0	0	725	0	0	607	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.80	0.00	0.00	0.79	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	1348	0	0	1252	0	0	1285	0	0	1099	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.0	0.0	0.0	16.6	0.0	0.0	20.4	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.1	0.0	0.0	1.9	0.0	0.0	0.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	9.2	0.0	0.0	8.7	0.0	0.0	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	18.8	0.0	0.0	22.3	0.0	0.0	17.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	B	A	A
Approach Vol, veh/h		74			643			570			329	
Approach Delay, s/veh		10.1			18.8			22.3			17.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.9		40.5		32.9		40.5				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		52.4		58.4		52.4		58.4				
Max Q Clear Time (g_c+I1), s		23.6		3.8		13.9		30.2				
Green Ext Time (p_c), s		4.6		0.5		2.6		5.7				

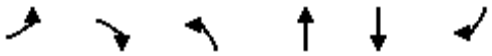
Intersection Summary												
HCM 6th Ctrl Delay			19.4									
HCM 6th LOS			B									

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	34	245	490	410
Future Volume (vph)	34	245	490	410
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6
Total Split (s)	21.6	98.4	98.4	98.4
Total Split (%)	18.0%	82.0%	82.0%	82.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	12.5		66.9	66.9
Actuated g/C Ratio	0.14		0.75	0.75
v/c Ratio	0.66		0.93	0.42
Control Delay	19.1		27.3	4.5
Queue Delay	0.0		0.0	0.0
Total Delay	19.1		27.3	4.5
LOS	B		C	A
Approach Delay	19.1		27.3	4.5
Approach LOS	B		C	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 94.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	221	245	490	410	111
Future Volume (veh/h)	34	221	245	490	410	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	104	266	533	446	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	61	172	349	627	1145	157
Arrive On Green	0.14	0.14	0.71	0.71	0.71	0.71
Sat Flow, veh/h	426	1197	385	879	1605	220
Grp Volume(v), veh/h	142	0	799	0	0	507
Grp Sat Flow(s),veh/h/ln	1634	0	1264	0	0	1825
Q Serve(g_s), s	5.2	0.0	27.1	0.0	0.0	7.1
Cycle Q Clear(g_c), s	5.2	0.0	34.3	0.0	0.0	7.1
Prop In Lane	0.26	0.73	0.33			0.12
Lane Grp Cap(c), veh/h	234	0	976	0	0	1301
V/C Ratio(X)	0.61	0.00	0.82	0.00	0.00	0.39
Avail Cap(c_a), veh/h	433	0	2003	0	0	2670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	8.6	0.0	0.0	3.7
Incr Delay (d2), s/veh	2.5	0.0	1.8	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	7.0	0.0	0.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.3	0.0	10.4	0.0	0.0	3.8
LnGrp LOS	C	A	B	A	A	A
Approach Vol, veh/h	142			799	507	
Approach Delay, s/veh	28.3			10.4	3.8	
Approach LOS	C			B	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		50.6		13.8		50.6
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		93.8		17.0		93.8
Max Q Clear Time (g_c+I1), s		36.3		7.2		9.1
Green Ext Time (p_c), s		9.9		0.3		4.1

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

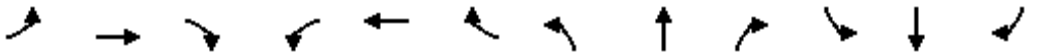
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	163	355	371	138	284	220	
Future Volume (vph)	163	355	371	138	284	220	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	4
Permitted Phases	8	8		2	6		
Detector Phase	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
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	25.0	25.0	95.0	95.0	95.0	95.0	25.0
Total Split (%)	20.8%	20.8%	79.2%	79.2%	79.2%	79.2%	21%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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	
Total Lost Time (s)	4.6	4.6	4.6	4.6		4.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	Min	Min	None
Act Effct Green (s)	14.6	14.6	38.4	38.4		38.4	
Actuated g/C Ratio	0.23	0.23	0.61	0.61		0.61	
v/c Ratio	0.55	0.51	0.36	0.15		0.83	
Control Delay	33.4	2.4	6.7	1.3		21.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	33.4	2.4	6.7	1.3		21.8	
LOS	C	A	A	A		C	
Approach Delay			5.3			21.8	
Approach LOS			A			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 63.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	163	0	355	0	371	138	284	220	0
Future Volume (veh/h)	0	0	0	163	0	355	0	371	138	284	220	0
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		0.97	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	177	0	250	0	403	123	309	239	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	403	0	513	403	331	0	1159	983	432	305	0
Arrive On Green	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.62	0.62	0.62	0.62	0.00
Sat Flow, veh/h	0	1870	0	1781	1870	1537	0	1870	1585	535	492	0
Grp Volume(v), veh/h	0	0	0	177	0	250	0	403	123	548	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	1870	1537	0	1870	1585	1027	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.8	0.0	8.5	0.0	5.8	1.8	20.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.8	0.0	8.5	0.0	5.8	1.8	26.3	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.56		0.00
Lane Grp Cap(c), veh/h	0	403	0	513	403	331	0	1159	983	738	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.35	0.00	0.75	0.00	0.35	0.13	0.74	0.00	0.00
Avail Cap(c_a), veh/h	0	682	0	778	682	561	0	3023	2562	1875	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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.1	0.0	20.5	0.0	5.1	4.4	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	3.5	0.0	0.2	0.1	1.5	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	0.0	0.0	1.8	0.0	3.0	0.0	1.7	0.4	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	19.5	0.0	24.0	0.0	5.3	4.4	11.7	0.0	0.0
LnGrp LOS	A	A	A	B	A	C	A	A	A	B	A	A
Approach Vol, veh/h		0			427			526			548	
Approach Delay, s/veh		0.0			22.2			5.1			11.7	
Approach LOS					C			A			B	

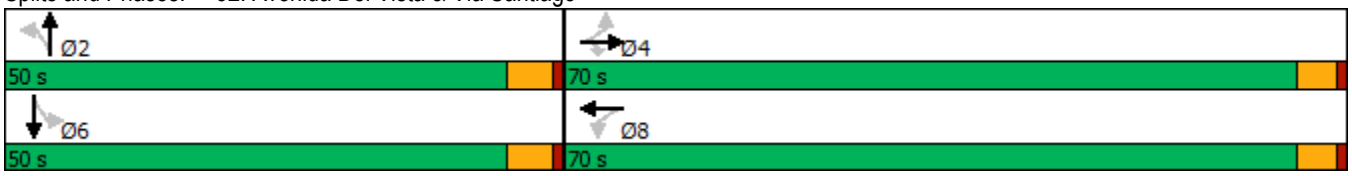
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.3		16.7		39.3		16.7				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		90.4		20.4		90.4		20.4				
Max Q Clear Time (g_c+I1), s		7.8		0.0		28.3		10.5				
Green Ext Time (p_c), s		3.4		0.0		6.4		1.0				

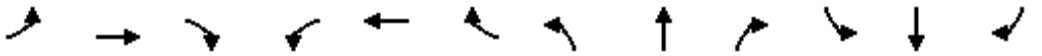
Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	84	125	47	71	198	18	185	98	165
Future Volume (vph)	84	125	47	71	198	18	185	98	165
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	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	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	22.1	22.1	22.1	22.1
Total Split (s)	70.0	70.0	70.0	70.0	70.0	50.0	50.0	50.0	50.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	58.3%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
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	0.0
Total Lost Time (s)		4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		18.4	18.4	18.4	18.4	13.6	13.6	13.6	13.6
Actuated g/C Ratio		0.43	0.43	0.43	0.43	0.32	0.32	0.32	0.32
v/c Ratio		0.49	0.09	0.18	0.62	0.07	0.47	0.35	0.48
Control Delay		12.3	4.0	8.7	12.4	12.7	15.5	16.1	15.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		12.3	4.0	8.7	12.4	12.7	15.5	16.1	15.4
LOS		B	A	A	B	B	B	B	B
Approach Delay		10.8			11.8		15.3		15.6
Approach LOS		B			B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 42.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Avenida Del Vista & Via Santiago





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	125	47	71	198	178	18	185	33	98	165	55
Future Volume (veh/h)	84	125	47	71	198	178	18	185	33	98	165	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	0.99		0.97	0.98		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	156	59	89	248	222	22	231	41	122	206	69
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	329	736	385	421	377	373	497	88	377	430	144
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	301	703	1573	1164	900	806	1091	1538	273	1088	1332	446
Grp Volume(v), veh/h	261	0	59	89	0	470	22	0	272	122	0	275
Grp Sat Flow(s),veh/h/ln	1004	0	1573	1164	0	1706	1091	0	1811	1088	0	1778
Q Serve(g_s), s	3.2	0.0	1.0	3.1	0.0	9.4	0.8	0.0	5.5	4.7	0.0	5.7
Cycle Q Clear(g_c), s	12.5	0.0	1.0	15.6	0.0	9.4	6.5	0.0	5.5	10.2	0.0	5.7
Prop In Lane	0.40		1.00	1.00		0.47	1.00		0.15	1.00		0.25
Lane Grp Cap(c), veh/h	578	0	736	385	0	798	373	0	585	377	0	574
V/C Ratio(X)	0.45	0.00	0.08	0.23	0.00	0.59	0.06	0.00	0.47	0.32	0.00	0.48
Avail Cap(c_a), veh/h	1824	0	2221	1483	0	2408	1078	0	1755	1080	0	1724
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	6.8	16.2	0.0	9.1	15.2	0.0	12.5	16.6	0.0	12.6
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.7	0.1	0.0	0.6	0.5	0.0	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	1.3	0.0	0.3	0.8	0.0	2.7	0.2	0.0	1.9	1.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	6.9	16.5	0.0	9.8	15.2	0.0	13.1	17.1	0.0	13.2
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		320			559			294			397	
Approach Delay, s/veh		9.3			10.8			13.2			14.4	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.1		26.3		20.1		26.3				
Change Period (Y+Rc), s		5.1		4.6		5.1		4.6				
Max Green Setting (Gmax), s		44.9		65.4		44.9		65.4				
Max Q Clear Time (g_c+I1), s		8.5		14.5		12.2		17.6				
Green Ext Time (p_c), s		1.8		2.3		2.2		4.0				

Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	85	801	609	330
Demand Flow Rate, veh/h	86	817	621	336
Vehicles Circulating, veh/h	596	449	98	392
Vehicles Exiting, veh/h	132	270	584	874
Ped Vol Crossing Leg, #/h	15	2	0	5
Ped Cap Adj	0.998	1.000	1.000	0.999
Approach Delay, s/veh	6.1	32.9	8.3	8.0
Approach LOS	A	D	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.500	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	86	817	621	336
Cap Entry Lane, veh/h	751	905	1249	925
Entry HV Adj Factor	0.984	0.981	0.981	0.982
Flow Entry, veh/h	85	801	609	330
Cap Entry, veh/h	738	887	1225	908
V/C Ratio	0.115	0.903	0.497	0.363
Control Delay, s/veh	6.1	32.9	8.3	8.0
LOS	A	D	A	A
95th %tile Queue, veh	0	13	3	2

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

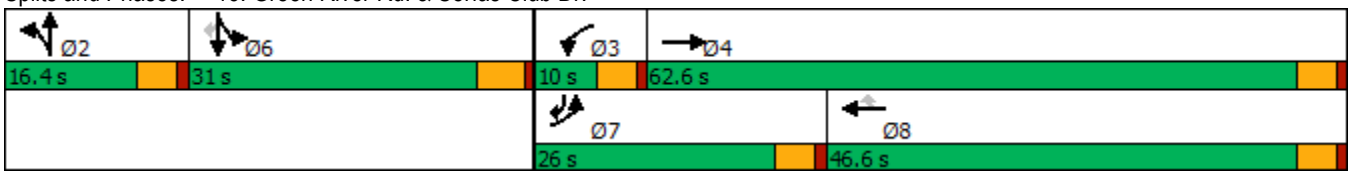
Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	797	783	775
Demand Flow Rate, veh/h	0	813	798	791
Vehicles Circulating, veh/h	1047	582	446	256
Vehicles Exiting, veh/h	0	662	601	1139
Ped Vol Crossing Leg, #/h	0	0	0	13
Ped Cap Adj	1.000	1.000	1.000	0.998
Approach Delay, s/veh	0.0	13.5	11.1	16.6
Approach LOS	-	B	B	C

Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.315	0.685	0.729	0.271	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	0	256	557	582	216	791
Cap Entry Lane, veh/h	474	836	836	946	946	1063
Entry HV Adj Factor	1.000	0.980	0.980	0.980	0.981	0.980
Flow Entry, veh/h	0	251	546	571	212	775
Cap Entry, veh/h	474	820	820	928	929	1040
V/C Ratio	0.000	0.306	0.666	0.615	0.228	0.746
Control Delay, s/veh	7.6	7.8	16.0	12.9	6.2	16.6
LOS	A	A	C	B	A	C
95th %tile Queue, veh	0	1	5	4	1	7

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	270	1767	22	782	216	22	723	56	332
Future Volume (vph)	270	1767	22	782	216	22	723	56	332
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8		2	6	6	7
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	6	7
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	26.7	9.6	26.7	26.7	14.7	27.2	27.2	9.6
Total Split (s)	26.0	62.6	10.0	46.6	46.6	16.4	31.0	31.0	26.0
Total Split (%)	21.7%	52.2%	8.3%	38.8%	38.8%	13.7%	25.8%	25.8%	21.7%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.2	4.2	3.6
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.1	58.4	5.3	46.3	46.3	10.2	26.0	26.0	44.4
Actuated g/C Ratio	0.12	0.52	0.05	0.42	0.42	0.09	0.23	0.23	0.40
v/c Ratio	0.67	0.94	0.28	0.52	0.29	0.31	0.97	0.96	0.44
Control Delay	56.2	37.8	63.1	26.9	4.1	45.4	82.8	80.2	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	37.8	63.1	26.9	4.1	45.4	82.8	80.2	10.2
LOS	E	D	E	C	A	D	F	F	B
Approach Delay		40.2		22.9		45.4		60.2	
Approach LOS		D		C		D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 93.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	1767	16	22	782	216	15	22	15	723	56	332
Future Volume (veh/h)	270	1767	16	22	782	216	15	22	15	723	56	332
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	278	1822	14	23	806	197	15	23	9	786	0	211
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	1883	14	41	1620	682	39	60	23	818	0	519
Arrive On Green	0.10	0.76	0.51	0.02	0.65	0.43	0.07	0.07	0.07	0.34	0.00	0.23
Sat Flow, veh/h	3563	3707	28	1781	3741	1575	568	871	341	3563	0	1585
Grp Volume(v), veh/h	278	918	918	23	806	197	47	0	0	786	0	211
Grp Sat Flow(s),veh/h/ln	1781	1870	1865	1781	1870	1575	1781	0	0	1781	0	1585
Q Serve(g_s), s	8.6	49.8	50.3	1.4	12.5	9.1	2.8	0.0	0.0	24.3	0.0	11.6
Cycle Q Clear(g_c), s	8.6	49.8	50.3	1.4	12.5	9.1	2.8	0.0	0.0	24.3	0.0	11.6
Prop In Lane	1.00		0.02	1.00		1.00	0.32		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	348	950	948	41	1620	682	122	0	0	818	0	519
V/C Ratio(X)	0.80	0.97	0.97	0.57	0.50	0.29	0.39	0.00	0.00	0.96	0.00	0.41
Avail Cap(c_a), veh/h	679	964	962	86	1620	682	185	0	0	818	0	519
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.00	1.00	1.50	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	1.00
Uniform Delay (d), s/veh	49.6	12.5	12.8	54.3	13.3	20.6	50.0	0.0	0.0	36.3	0.0	29.3
Incr Delay (d2), s/veh	1.6	21.1	21.5	4.5	0.2	0.2	0.7	0.0	0.0	22.3	0.0	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	3.9	16.3	16.8	0.7	4.3	3.4	1.3	0.0	0.0	11.8	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	33.6	34.3	58.9	13.6	20.9	50.8	0.0	0.0	58.6	0.0	29.8
LnGrp LOS	D	C	C	E	B	C	D	A	A	E	A	C
Approach Vol, veh/h		2114			1026			47			997	
Approach Delay, s/veh		36.2			16.0			50.8			52.5	
Approach LOS		D			B			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.4	7.2	61.8		31.0	15.6	53.3				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 12	5.4	* 58		25.8	21.4	* 42				
Max Q Clear Time (g_c+I1), s		4.8	3.4	52.3		26.3	10.6	14.5				
Green Ext Time (p_c), s		0.0	0.0	4.8		0.0	0.4	7.1				

Intersection Summary		
HCM 6th Ctrl Delay		35.3
HCM 6th LOS		D

Notes

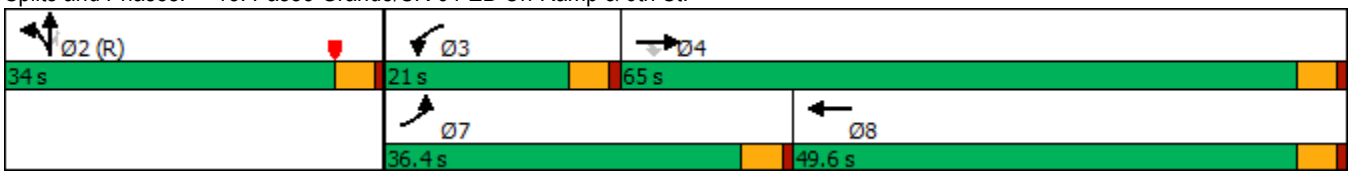
User approved volume balancing among the lanes for turning movement.

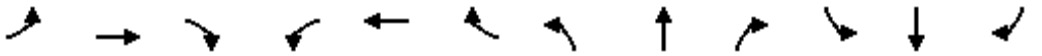
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations								
Traffic Volume (vph)	247	1537	637	253	472	212	176	502
Future Volume (vph)	247	1537	637	253	472	212	176	502
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	7	4		3	8	2	2	
Permitted Phases			4					2
Detector Phase	7	4	4	3	8	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	36.4	65.0	65.0	21.0	49.6	34.0	34.0	34.0
Total Split (%)	30.3%	54.2%	54.2%	17.5%	41.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	22.7	60.4	60.4	16.4	54.1	29.4	29.4	29.4
Actuated g/C Ratio	0.19	0.50	0.50	0.14	0.45	0.24	0.24	0.24
v/c Ratio	0.81	0.95	0.70	1.15	0.29	0.50	0.51	0.96
Control Delay	64.4	41.0	12.4	151.7	19.9	44.0	44.0	53.4
Queue Delay	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	46.8	12.4	151.7	19.9	44.0	44.0	53.4
LOS	E	D	B	F	B	D	D	D
Approach Delay		39.5			59.0		49.3	
Approach LOS		D			E		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 45.6	Intersection LOS: D
Intersection Capacity Utilization 92.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1537	637	253	472	127	212	176	502	0	0	0
Future Volume (veh/h)	247	1537	637	253	472	127	212	176	502	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	271	1689	343	278	519	108	213	221	283			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	300	1774	775	243	1983	403	444	466	389			
Arrive On Green	0.17	0.50	0.50	0.14	0.47	0.47	0.25	0.25	0.25			
Sat Flow, veh/h	1781	3554	1552	1781	4242	862	1781	1870	1563			
Grp Volume(v), veh/h	271	1689	343	278	414	213	213	221	283			
Grp Sat Flow(s),veh/h/ln	1781	1777	1552	1781	1702	1699	1781	1870	1563			
Q Serve(g_s), s	17.9	54.4	17.0	16.4	8.8	9.2	12.2	12.1	19.9			
Cycle Q Clear(g_c), s	17.9	54.4	17.0	16.4	8.8	9.2	12.2	12.1	19.9			
Prop In Lane	1.00		1.00	1.00		0.51	1.00		1.00			
Lane Grp Cap(c), veh/h	300	1774	775	243	1591	794	444	466	389			
V/C Ratio(X)	0.90	0.95	0.44	1.14	0.26	0.27	0.48	0.47	0.73			
Avail Cap(c_a), veh/h	472	1789	781	243	1591	794	444	466	389			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.35	0.35	0.35	0.96	0.96	0.96	0.89	0.89	0.89			
Uniform Delay (d), s/veh	48.9	28.7	19.3	51.8	19.4	19.5	38.4	38.4	41.3			
Incr Delay (d2), s/veh	3.9	5.2	0.1	100.3	0.1	0.2	3.3	3.1	10.1			
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	8.2	23.2	6.0	14.0	3.5	3.6	5.8	6.0	8.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	33.9	19.5	152.1	19.5	19.6	41.7	41.4	51.4			
LnGrp LOS	D	C	B	F	B	B	D	D	D			
Approach Vol, veh/h		2303			905			717				
Approach Delay, s/veh		34.0			60.2			45.4				
Approach LOS		C			E			D				
Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		34.5	21.0	64.5			24.8	60.7				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		29.4	16.4	60.4			31.8	45.0				
Max Q Clear Time (g_c+I1), s		21.9	18.4	56.4			19.9	11.2				
Green Ext Time (p_c), s		1.2	0.0	3.5			0.3	4.4				

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

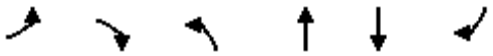
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	221	31	314	667	159
Future Volume (vph)	221	31	314	667	159
Turn Type	Prot	Perm	NA	NA	Perm
Protected Phases	4		2	6	
Permitted Phases		2			6
Detector Phase	4	2	2	6	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	14.6	14.6	21.6	21.6
Total Split (s)	41.0	79.0	79.0	79.0	79.0
Total Split (%)	34.2%	65.8%	65.8%	65.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Min	Min	Min	Min
Act Effct Green (s)	17.0	33.0	33.0	33.0	33.0
Actuated g/C Ratio	0.28	0.55	0.55	0.55	0.55
v/c Ratio	0.61	0.13	0.33	0.70	0.18
Control Delay	26.0	8.8	8.7	14.5	1.9
Queue Delay	0.0	0.0	0.1	0.1	0.0
Total Delay	26.0	8.8	8.8	14.6	1.9
LOS	C	A	A	B	A
Approach Delay	26.0		8.8	12.1	
Approach LOS	C		A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Paseo Grande & Frontage Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	221	61	31	314	667	159
Future Volume (veh/h)	221	61	31	314	667	159
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	66	33	338	717	171
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	327	91	327	989	989	838
Arrive On Green	0.24	0.24	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1354	375	626	1870	1870	1585
Grp Volume(v), veh/h	305	0	33	338	717	171
Grp Sat Flow(s),veh/h/ln	1735	0	626	1870	1870	1585
Q Serve(g_s), s	6.5	0.0	1.7	4.2	11.7	2.3
Cycle Q Clear(g_c), s	6.5	0.0	13.4	4.2	11.7	2.3
Prop In Lane	0.78	0.22	1.00			1.00
Lane Grp Cap(c), veh/h	419	0	327	989	989	838
V/C Ratio(X)	0.73	0.00	0.10	0.34	0.73	0.20
Avail Cap(c_a), veh/h	1578	0	1160	3478	3478	2947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	12.3	5.4	7.2	5.0
Incr Delay (d2), s/veh	2.4	0.0	0.1	0.2	1.0	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	2.4	0.0	0.2	1.1	3.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.4	0.0	12.5	5.6	8.2	5.1
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	305			371	888	
Approach Delay, s/veh	16.4			6.2	7.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		25.7		14.3		25.7
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		74.4		36.4		74.4
Max Q Clear Time (g_c+I1), s		15.4		8.5		13.7
Green Ext Time (p_c), s		2.8		1.0		7.4

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

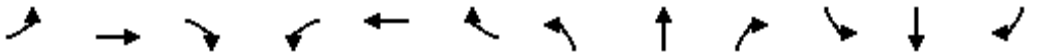
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	83	12	44	3	237	93	583
Future Volume (vph)	43	83	12	44	3	237	93	583
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	32.0	32.0	32.0	32.0	88.0	88.0	88.0	88.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	73.3%	73.3%	73.3%	73.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		12.6		12.6		33.6		33.6
Actuated g/C Ratio		0.22		0.22		0.60		0.60
v/c Ratio		0.43		0.32		0.24		0.76
Control Delay		25.5		18.0		5.6		13.5
Queue Delay		0.0		0.0		0.0		0.3
Total Delay		25.5		18.0		5.6		13.8
LOS		C		B		A		B
Approach Delay		25.5		18.0		5.6		13.8
Approach LOS		C		B		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Paseo Grande & Via Santiago





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	83	22	12	44	65	3	237	9	93	583	52
Future Volume (veh/h)	43	83	22	12	44	65	3	237	9	93	583	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	88	14	13	47	56	3	252	7	99	620	44
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	276	37	111	180	185	86	1006	28	180	833	56
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	324	1204	160	80	785	807	4	1802	50	155	1493	101
Grp Volume(v), veh/h	148	0	0	116	0	0	262	0	0	763	0	0
Grp Sat Flow(s),veh/h/ln	1688	0	0	1671	0	0	1856	0	0	1748	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.4	0.0	0.0	3.1	0.0	0.0	14.4	0.0	0.0
Prop In Lane	0.31		0.09	0.11		0.48	0.01		0.03	0.13		0.06
Lane Grp Cap(c), veh/h	496	0	0	476	0	0	1120	0	0	1070	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.24	0.00	0.00	0.23	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	1145	0	0	1132	0	0	3624	0	0	3400	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	13.8	0.0	0.0	4.9	0.0	0.0	7.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0	0.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	14.1	0.0	0.0	5.0	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		148			116			262			763	
Approach Delay, s/veh		14.3			14.1			5.0			8.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.8		14.5		28.8		14.5				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		83.4		27.4		83.4		27.4				
Max Q Clear Time (g_c+I1), s		5.1		4.9		16.4		4.4				
Green Ext Time (p_c), s		1.8		0.8		7.8		0.6				

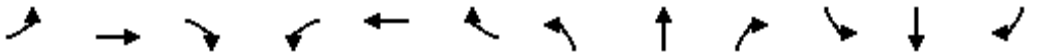
Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	4	43	67	31	4	119	471	152
Future Volume (vph)	4	43	67	31	4	119	471	152
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	31.0	31.0	31.0	31.0	89.0	89.0	89.0	89.0
Total Split (%)	25.8%	25.8%	25.8%	25.8%	74.2%	74.2%	74.2%	74.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		17.6		17.6		49.7		49.7
Actuated g/C Ratio		0.23		0.23		0.64		0.64
v/c Ratio		0.14		0.68		0.18		0.86
Control Delay		30.2		35.6		4.3		23.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		30.2		35.6		4.3		23.0
LOS		C		D		A		C
Approach Delay		30.2		35.6		4.3		23.0
Approach LOS		C		D		A		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	43	5	67	31	151	4	119	73	471	152	15
Future Volume (veh/h)	4	43	5	67	31	151	4	119	73	471	152	15
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	46	4	71	33	124	4	127	62	501	162	13
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	346	28	177	74	178	83	704	335	729	192	15
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	43	1642	135	360	350	846	7	1190	566	1004	325	26
Grp Volume(v), veh/h	54	0	0	228	0	0	193	0	0	676	0	0
Grp Sat Flow(s),veh/h/ln	1820	0	0	1555	0	0	1763	0	0	1355	0	0
Q Serve(g_s), s	0.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	6.2	0.0	0.0	2.3	0.0	0.0	18.4	0.0	0.0
Prop In Lane	0.07		0.07	0.31		0.54	0.02		0.32	0.74		0.02
Lane Grp Cap(c), veh/h	466	0	0	429	0	0	1122	0	0	936	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.53	0.00	0.00	0.17	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	1101	0	0	971	0	0	3263	0	0	2544	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	16.9	0.0	0.0	4.4	0.0	0.0	7.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.0	0.0	0.0	0.1	0.0	0.0	1.1	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	0.4	0.0	0.0	2.1	0.0	0.0	0.6	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.0	0.0	17.9	0.0	0.0	4.4	0.0	0.0	8.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		54			228			193			676	
Approach Delay, s/veh		15.0			17.9			4.4			8.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.1		14.4		32.1		14.4				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		84.4		26.4		84.4		26.4				
Max Q Clear Time (g_c+I1), s		4.3		3.1		20.4		8.2				
Green Ext Time (p_c), s		1.4		0.2		7.1		1.3				

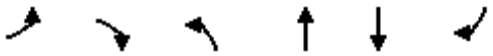
Intersection Summary												
HCM 6th Ctrl Delay			9.9									
HCM 6th LOS			A									

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	53	34	122	225
Future Volume (vph)	53	34	122	225
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6
Total Split (s)	48.0	72.0	72.0	72.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	11.3		12.0	12.0
Actuated g/C Ratio	0.35		0.37	0.37
v/c Ratio	0.38		0.30	0.44
Control Delay	5.7		9.4	10.3
Queue Delay	0.0		0.0	0.0
Total Delay	5.7		9.4	10.3
LOS	A		A	B
Approach Delay	5.7		9.4	10.3
Approach LOS	A		A	B

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 32.7			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	53	173	34	122	225	36
Future Volume (veh/h)	53	173	34	122	225	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	186	39	139	256	30
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	121	376	226	560	592	69
Arrive On Green	0.31	0.31	0.36	0.36	0.36	0.36
Sat Flow, veh/h	396	1227	188	1548	1638	192
Grp Volume(v), veh/h	247	0	178	0	0	286
Grp Sat Flow(s),veh/h/ln	1630	0	1736	0	0	1830
Q Serve(g_s), s	3.4	0.0	0.0	0.0	0.0	3.3
Cycle Q Clear(g_c), s	3.4	0.0	1.9	0.0	0.0	3.3
Prop In Lane	0.24	0.75	0.22			0.10
Lane Grp Cap(c), veh/h	500	0	786	0	0	662
V/C Ratio(X)	0.49	0.00	0.23	0.00	0.00	0.43
Avail Cap(c_a), veh/h	2550	0	4132	0	0	4448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	0.0	6.2	0.0	0.0	6.7
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	0.0	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.6	0.0	6.4	0.0	0.0	7.1
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	247			178	286	
Approach Delay, s/veh	8.6			6.4	7.1	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		14.6		13.1		14.6
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		67.4		43.4		67.4
Max Q Clear Time (g_c+I1), s		3.9		5.4		5.3
Green Ext Time (p_c), s		1.3		0.9		2.0

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

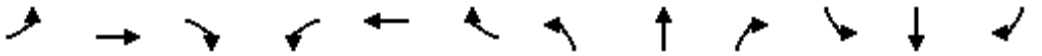
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	1	108	98	127	147	175	187
Future Volume (vph)	1	108	98	127	147	175	187
Turn Type	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	4			2			6
Permitted Phases		8	8		2	6	
Detector Phase	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
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	43.0	43.0	43.0	77.0	77.0	77.0	77.0
Total Split (%)	35.8%	35.8%	35.8%	64.2%	64.2%	64.2%	64.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6		4.6
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	11.6	11.6	11.6	20.0	20.0		20.0
Actuated g/C Ratio	0.28	0.28	0.28	0.49	0.49		0.49
v/c Ratio	0.00	0.32	0.11	0.16	0.20		0.61
Control Delay	12.0	14.6	0.2	6.8	2.1		12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	12.0	14.6	0.2	6.8	2.1		12.5
LOS	B	B	A	A	A		B
Approach Delay	12.0			4.3			12.5
Approach LOS	B			A			B

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 41.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	108	0	98	0	127	147	175	187	0
Future Volume (veh/h)	0	1	0	108	0	98	0	127	147	175	187	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	0	127	0	91	0	149	142	206	220	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	520	0	631	520	440	0	782	663	418	367	0
Arrive On Green	0.00	0.28	0.00	0.28	0.00	0.28	0.00	0.42	0.42	0.42	0.42	0.00
Sat Flow, veh/h	0	1870	0	1416	1870	1585	0	1870	1585	578	877	0
Grp Volume(v), veh/h	0	1	0	127	0	91	0	149	142	426	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1416	1870	1585	0	1870	1585	1455	0	0
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	1.3	0.0	1.5	1.7	5.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.2	0.0	1.3	0.0	1.5	1.7	6.9	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.48		0.00
Lane Grp Cap(c), veh/h	0	520	0	631	520	440	0	782	663	785	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.20	0.00	0.21	0.00	0.19	0.21	0.54	0.00	0.00
Avail Cap(c_a), veh/h	0	2371	0	2033	2371	2010	0	4471	3789	3522	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)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.9	0.0	8.7	0.0	8.4	0.0	5.6	5.6	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.1	0.2	0.6	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	0.0	0.0	0.4	0.0	0.3	0.0	0.4	0.4	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.9	0.0	8.8	0.0	8.6	0.0	5.7	5.8	7.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		1			218			291			426	
Approach Delay, s/veh		7.9			8.7			5.7			7.6	
Approach LOS		A			A			A			A	

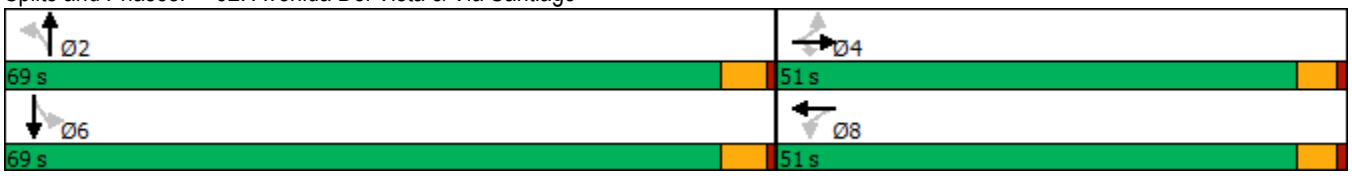
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.3		13.0		17.3		13.0				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		72.4		38.4		72.4		38.4				
Max Q Clear Time (g_c+I1), s		3.7		2.0		8.9		4.2				
Green Ext Time (p_c), s		1.5		0.0		3.8		0.6				

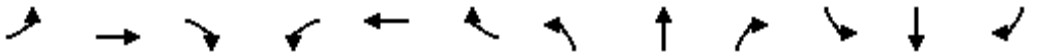
Intersection Summary												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	206	31	15	120	15	173	216	226
Future Volume (vph)	40	206	31	15	120	15	173	216	226
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	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	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	22.1	22.1	22.1	22.1
Total Split (s)	51.0	51.0	51.0	51.0	51.0	69.0	69.0	69.0	69.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
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	0.0
Total Lost Time (s)		4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		12.8	12.8	12.8	12.8	15.3	15.3	15.3	15.3
Actuated g/C Ratio		0.34	0.34	0.34	0.34	0.40	0.40	0.40	0.40
v/c Ratio		0.47	0.07	0.04	0.45	0.04	0.27	0.50	0.43
Control Delay		14.3	7.5	10.7	11.8	7.6	8.8	13.1	10.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		14.3	7.5	10.7	11.8	7.6	8.8	13.1	10.1
LOS		B	A	B	B	A	A	B	B
Approach Delay		13.5			11.7		8.7		11.4
Approach LOS		B			B		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 38.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Avenida Del Vista & Via Santiago





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	206	31	15	120	123	15	173	9	216	226	62
Future Volume (veh/h)	40	206	31	15	120	123	15	173	9	216	226	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.98	0.99		0.97	0.98		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	224	34	16	130	134	16	188	10	235	246	67
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	503	488	430	260	268	506	711	38	597	571	156
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	151	1613	1565	1113	833	859	1059	1757	93	1159	1411	384
Grp Volume(v), veh/h	267	0	34	16	0	264	16	0	198	235	0	313
Grp Sat Flow(s),veh/h/ln	1765	0	1565	1113	0	1692	1059	0	1850	1159	0	1796
Q Serve(g_s), s	0.0	0.0	0.5	0.4	0.0	4.4	0.4	0.0	2.4	5.8	0.0	4.3
Cycle Q Clear(g_c), s	3.9	0.0	0.5	4.3	0.0	4.4	4.7	0.0	2.4	8.2	0.0	4.3
Prop In Lane	0.16		1.00	1.00		0.51	1.00		0.05	1.00		0.21
Lane Grp Cap(c), veh/h	672	0	488	430	0	528	506	0	749	597	0	727
V/C Ratio(X)	0.40	0.00	0.07	0.04	0.00	0.50	0.03	0.00	0.26	0.39	0.00	0.43
Avail Cap(c_a), veh/h	2427	0	2121	1592	0	2294	2055	0	3453	2292	0	3352
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	8.3	11.2	0.0	9.6	9.0	0.0	6.8	9.5	0.0	7.3
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.0	0.0	0.7	0.0	0.0	0.2	0.4	0.0	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	1.2	0.0	0.1	0.1	0.0	1.3	0.1	0.0	0.6	1.0	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	8.3	11.2	0.0	10.3	9.1	0.0	7.0	10.0	0.0	7.7
LnGrp LOS	A	A	A	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		301			280			214			548	
Approach Delay, s/veh		9.7			10.4			7.1			8.7	
Approach LOS		A			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		15.3		19.0		15.3				
Change Period (Y+Rc), s		5.1		4.6		5.1		4.6				
Max Green Setting (Gmax), s		63.9		46.4		63.9		46.4				
Max Q Clear Time (g_c+I1), s		6.7		5.9		10.2		6.4				
Green Ext Time (p_c), s		1.3		1.9		3.0		1.9				

Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	55	265	209	679
Demand Flow Rate, veh/h	56	270	214	692
Vehicles Circulating, veh/h	748	138	562	110
Vehicles Exiting, veh/h	54	638	242	298
Ped Vol Crossing Leg, #/h	2	2	0	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.7	5.1	7.9	9.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	56	270	214	692
Cap Entry Lane, veh/h	643	1199	778	1233
Entry HV Adj Factor	0.984	0.983	0.979	0.981
Flow Entry, veh/h	55	265	209	679
Cap Entry, veh/h	633	1178	761	1210
V/C Ratio	0.087	0.225	0.275	0.561
Control Delay, s/veh	6.7	5.1	7.9	9.5
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	4

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1	242	322	426
Demand Flow Rate, veh/h	1	247	328	434
Vehicles Circulating, veh/h	564	152	211	130
Vehicles Exiting, veh/h	0	387	354	269
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.7	3.8	4.3	6.5
Approach LOS	A	A	A	A

Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.526	0.474	0.463	0.537	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	1	130	117	152	176	434
Cap Entry Lane, veh/h	776	1237	1237	1172	1172	1209
Entry HV Adj Factor	0.980	0.977	0.983	0.980	0.983	0.981
Flow Entry, veh/h	1	127	115	149	173	426
Cap Entry, veh/h	761	1208	1216	1149	1152	1185
V/C Ratio	0.001	0.105	0.095	0.130	0.150	0.359
Control Delay, s/veh	4.7	3.9	3.7	4.2	4.4	6.5
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	1	2

APPENDIX 8.1: CITY OF CORONA GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 8.1 Summary-AM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Green River Rd. & SR-91 WB Ramps	TS	Delay:	54.5	35.3	--	**61.3**	**59.5**	0.0	0.0	0.0	34.9	35.6	--	--	--	**55.2**	0.0	**65.7**
		LOS:	D	D		**E**	**F**	A	A	A	C	D				**E**	A	**E**
2 Green River Rd. & SR-91 EB Ramps	TS	Delay:	18.6	**186.9**	**55.7**	--	0.0	17.2	21.0	**>200.0**	2.5	0.0	**58.1**	0.0	53.9	--	--	--
		LOS:	B	**F**	**E**		A	B	C	**F**	A	A	**E**	A	D			
3 Green River Rd. & Palisades Dr.	TS	Delay:	16.6	12.4	--	30.9	--	15.7	18.3	35.8	3.5	--	--	--	--	27.0	--	31.8
		LOS:	B	B		C		B	B	D	A					C		C
4 Driveway 1 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
5 Auto Center Dr. & Wardlow Rd.	TS	Delay:	12.5	14.8	25.5	26.5	27.7	10.4	10.4	29.1	14.5	14.5	32.7	21.9	22.2	27.9	0.0	19.1
		LOS:	B	B	C	C	C	B	B	C	B	B	C	C	C	C	A	B
6 Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	**57.1**	40.2	--	**77.5**	**104.0**	0.2	0.0	0.0	26.7	**50.0**	--	--	--	**90.0**	**81.6**	37.0
		LOS:	**E**	D		**E**	**F**	A	A	A	C	**F**				**F**	**F**	D
7 Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	16.3	5.1	**68.1**	--	0.0	14.0	19.9	37.0	0.0	0.0	26.4	0.0	**112.3**	--	--	--
		LOS:	B	A	**E**		A	B	B	D	A	A	C	A	**F**			
8 Serfas Club Dr. & Frontage Rd.	TS	Delay:	28.1	21.2	31.9	32.0	50.5	27.1	27.1	47.2	15.7	15.7	34.9	0.0	23.6	35.2	0.0	26.4
		LOS:	C	C	C	C	D	B	B	D	B	B	C	A	C	C	A	C
9 Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	14.7	11.5	--	31.8	--	14.9	9.4	40.6	3.9	--	--	--	--	31.6	--	32.2
		LOS:	B	B		C		B	A	D	A					C		C
10 Driveway 2 & Pine Crest Dr.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
11 Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	7.7	13.1	29.0	27.2	40.5	7.5	7.5	37.3	0.0	12.6	29.0	0.0	0.0	27.2	0.0	0.0
		LOS:	A	B	C	C	D	A	A	D	A	B	C	A	A	C	A	A
12 Serfas Club Dr. & Palisades Dr.	TS	Delay:	6.7	11.6	--	0.0	22.6	6.0	0.0	0.0	10.9	12.3	15.2	--	--	0.0	0.0	0.0
		LOS:	A	B			C	A	A	A	B	B	B			A	A	A
13 Serfas Club Dr. & Green River Rd.	TS	Delay:	45.6	41.2	**70.9**	**131.8**	45.6	0.0	0.0	44.2	0.0	38.3	**163.2**	10.1	10.1	53.4	**120.9**	**143.5**
		LOS:	D	D	**E**	**F**	D	A	A	D	A	D	**F**	B	B	D	**F**	**F**
14 Driveway 3 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
15 Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	13.6	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		B														
16 Maple St. & SR-91 WB Off-Ramp	TS	Delay:	5.2	7.3	31.5	21.0	27.2	4.7	0.0	0.0	7.3	7.3	31.5	0.0	0.0	19.7	0.0	22.0
		LOS:	A	A	C	C	C	A	A	A	A	A	C	A	A	B	A	C
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	**77.9**	29.7	33.8	--	--	--	31.4	--	**122.9**	**79.3**	3.9	--	--	35.8	11.8
		LOS:		**E**	C	C				C		**F**	**E**	A			D	B
18 Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	29.8	--	**85.9**	42.4	31.2	30.4	26.7	--	--	--	**>200.0**	53.7	**55.5**	**75.9**	31.2	31.8
		LOS:	C		**F**	D	C	C	C				**F**	D	**E**	**F**	C	C
19 Paseo Grande & Frontage Rd.	AWS	Delay:	**80.6**	15.5	14.7	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	**F**	C	B													

Table Appendix 8.1 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20	Paseo Grande & Via Santiago	AWS	Delay:	**>100.0**	20.1	15.4	25.9	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	C	C	D												
21	Paseo Grande & Via Del Rio	AWS	Delay:	**>100.0**	**54.8**	20.5	**>100.0**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**	C	**F**												
22	Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	21.6	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C													
23	Paseo Grande & Driveway 4/Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
24	Paseo Grande & Pine Crest Dr.	AWS	Delay:	**>100.0**	**>100.0**	31.0	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**	D													
25	Paseo Grande & Ontario Av.	AWS	Delay:	**>100.0**	**>100.0**	0.0	93.6	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**		F												
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	54.1	39.7	25.9	34.4	0.0	54.1	0.0	37.8	0.0	40.3	49.7	5.8	5.7	**64.9**	35.5	10.0
			LOS:	D	D	C	C	A	D	A	D	A	D	D	A	A	**E**	D	B
27	Via Bernardo & 6th St.	TS	Delay:	36.7	0.0	9.9	15.8	38.2	0.0	33.2	0.0	0.0	0.0	**59.8**	9.7	9.7	46.9	14.4	0.0
			LOS:	D		A	B	D	A	C	A	A	A	**E**	A	A	D	B	A
28	Via Bernardo & Via Santiago	AWS	Delay:	15.3	10.5	10.8	14.1	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	C	B	B	B												
29	Via Bernardo & Via Del Rio	CSS	Delay:	--	28.5	0.7	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		D														
30	Kirkwood Dr. & Via Del Rio	CSS	Delay:	21.8	--	0.0	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	C															
31	Avenida Del Vista & 6th St.	TS	Delay:	23.8	--	13.3	10.5	26.7	--	21.0	--	--	--	--	13.3	13.3	33.6	7.8	--
			LOS:	C		B	B	C		C					B	B	C	A	
32	Avenida Del Vista & Via Santiago	AWS	Delay:	32.0	27.6	29.5	**>100.0**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	D	D	D	**F**												
33	Avenida Del Vista & Via Del Rio	TS	Delay:	17.9	24.7	16.1	21.1	16.6	0.0	18.9	18.2	0.0	25.5	15.2	16.4	16.4	13.9	21.7	21.6
			LOS:	B	C	B	C	B	A	B	B	A	C	B	B	B	B	C	C
34	Avenida Del Vista & Ontario Av.	AWS	Delay:	10.8	11.6	14.9	15.6	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	B	C												

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

Table Appendix 8.1 Summary-PM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Green River Rd. & SR-91 WB Ramps	TS	Delay:	38.1	13.1	--	**51.3**	63.2	0.4	0.0	0.0	13.0	13.1	--	--	--	**51.3**	0.0	**49.2**
		LOS:	D	B		**D**	E	A	A	A	B	B				**D**	A	**D**
2 Green River Rd. & SR-91 EB Ramps	TS	Delay:	35.8	47.5	40.5	--	0.0	35.3	36.6	**124.3**	23.3	0.0	19.2	0.0	43.9	--	--	--
		LOS:	D	D	D		A	D	D	**F**	C	A	B	A	D			
3 Green River Rd. & Palisades Dr.	TS	Delay:	9.1	16.3	--	22.8	--	9.1	9.2	**120.4**	5.9	--	--	--	--	20.8	--	23.1
		LOS:	A	B		C		A	A	**F**	A					C		C
4 Driveway 1 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
5 Auto Center Dr. & Wardlow Rd.	TS	Delay:	18.1	26.7	37.0	35.9	36.8	13.3	13.3	42.5	26.5	26.4	41.1	30.8	36.5	36.8	0.0	24.8
		LOS:	B	C	D	D	D	B	B	D	C	C	D	C	D	D	A	C
6 Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	9.4	21.4	--	38.6	40.9	0.3	0.0	0.0	21.0	21.9	--	--	--	40.0	0.0	28.9
		LOS:	A	C		D	D	A	A	A	C	C				D	A	C
7 Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	29.5	**57.7**	**58.8**	--	0.0	23.2	37.2	**187.9**	0.2	0.0	21.4	0.0	**96.7**	--	--	--
		LOS:	C	**E**	**E**		A	C	D	**F**	A	A	C	A	**F**			
8 Serfas Club Dr. & Frontage Rd.	TS	Delay:	16.0	18.8	29.5	29.7	39.4	14.8	14.8	33.3	15.6	15.8	31.8	0.0	26.0	32.0	0.0	25.5
		LOS:	B	B	C	C	D	B	B	C	B	B	C	A	C	C	A	C
9 Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	7.9	5.2	--	20.5	--	8.0	5.8	21.8	3.6	--	--	--	--	20.7	--	20.2
		LOS:	A	A		C		A	A	C	A					C		C
10 Driveway 2 & Pine Crest Dr.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
11 Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	7.3	**71.8**	46.8	43.6	54.3	6.2	6.2	**70.8**	0.0	**71.8**	46.8	0.0	0.0	43.6	0.0	0.0
		LOS:	A	**E**	D	D	D	A	A	**E**	A	**F**	D	A	A	D	A	A
12 Serfas Club Dr. & Palisades Dr.	TS	Delay:	4.0	40.0	--	0.0	49.0	3.2	0.0	0.0	**42.9**	4.6	40.8	--	--	0.0	0.0	0.0
		LOS:	A	D			D	A	A	A	**F**	A	D			A	A	A
13 Serfas Club Dr. & Green River Rd.	TS	Delay:	43.3	**97.3**	**97.7**	30.8	43.3	0.0	0.0	**116.7**	0.0	27.3	51.6	**104.1**	**104.9**	50.9	30.2	30.4
		LOS:	D	**F**	**F**	C	D	A	A	**F**	A	C	D	**F**	**F**	D	C	C
14 Driveway 3 & Frontage Rd.		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
15 Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	9.5	0.3	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		A														
16 Maple St. & SR-91 WB Off-Ramp	TS	Delay:	5.8	7.4	29.8	20.6	0.0	5.8	0.0	0.0	7.4	0.0	29.8	0.0	0.0	20.8	0.0	20.1
		LOS:	A	A	C	C	A	A	A	A	A	A	C	A	A	C	A	C
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	**58.4**	23.6	19.2	--	--	--	**64.0**	--	42.9	51.6	19.7	--	--	19.5	15.9
		LOS:		**E**	C	B				**F**		D	D	B			B	B
18 Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	**56.8**	--	**119.6**	**105.8**	40.9	40.6	**75.8**	--	--	--	51.7	**111.8**	**145.1**	**>200.0**	21.8	22.0
		LOS:	**E**		**F**	**F**	D	D	**E**				D	**F**	**F**	**F**	C	C
19 Paseo Grande & Frontage Rd.	AWS	Delay:	14.6	**>100.0**	19.8	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	**F**	C													

Table Appendix 8.1 Summary-PM

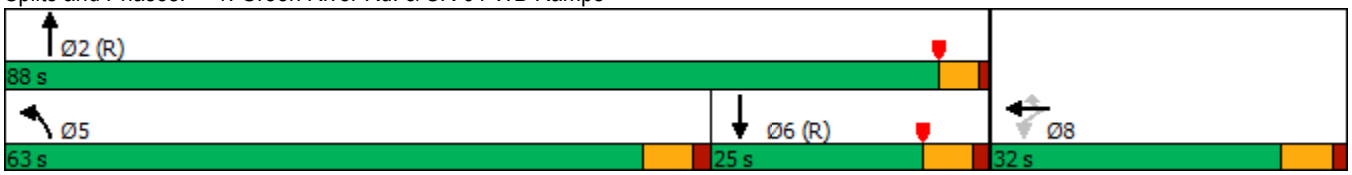
	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20 Paseo Grande & Via Santiago	AWS	Delay:	15.1	**>100.0**	14.1	12.9	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C	**F**	B	B												
21 Paseo Grande & Via Del Rio	AWS	Delay:	12.2	**96.5**	11.4	15.2	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	**F**	B	C												
22 Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	10.4	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B													
23 Paseo Grande & Driveway 4/Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
24 Paseo Grande & Pine Crest Dr.	AWS	Delay:	9.6	10.8	10.0	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	B	A													
25 Paseo Grande & Ontario Av.	AWS	Delay:	11.3	26.6	10.5	11.3	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	D	B	B												
26 Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	52.6	39.6	24.6	12.2	52.6	0.0	0.0	36.4	0.0	40.8	46.2	21.9	21.5	**62.2**	12.2	9.1
		LOS:	D	D	C	B	D	A	A	D	A	D	D	C	C	**E**	B	A
27 Via Bernardo & 6th St.	TS	Delay:	47.5	0.0	**58.6**	37.4	46.5	0.0	48.4	0.0	0.0	0.0	**65.5**	**51.3**	**65.6**	**>200.0**	4.7	0.0
		LOS:	D		**E**	D	D	A	D	A	A	A	**E**	**F**	**F**	**F**	A	A
28 Via Bernardo & Via Santiago	AWS	Delay:	10.5	33.3	13.4	11.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	D	B	B												
29 Via Bernardo & Via Del Rio	CSS	Delay:	--	19.7	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		C														
30 Kirkwood Dr. & Via Del Rio	CSS	Delay:	19.7	--	0.0	1.9	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C															
31 Avenida Del Vista & 6th St.	TS	Delay:	39.0	--	**60.1**	27.1	44.3	--	39.0	--	--	--	--	**53.2**	**66.7**	**103.1**	3.5	--
		LOS:	D		**E**	C	D		C					**F**	**F**	**F**	A	
32 Avenida Del Vista & Via Santiago	AWS	Delay:	18.5	24.6	24.0	22.1	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C	C	C	C												
33 Avenida Del Vista & Via Del Rio	TS	Delay:	16.6	17.0	16.4	13.5	13.6	0.0	17.7	31.5	0.0	18.2	11.7	16.7	16.8	12.0	13.7	13.8
		LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34 Avenida Del Vista & Ontario Av.	AWS	Delay:	8.8	9.8	10.9	11.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	B	B												

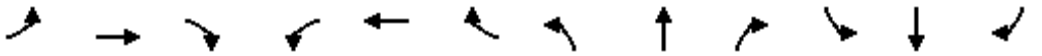
* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	36	4	130	2421	224	261
Future Volume (vph)	36	4	130	2421	224	261
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	32.0	32.0	32.0	63.0	88.0	25.0
Total Split (%)	26.7%	26.7%	26.7%	52.5%	73.3%	20.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	10.6	10.6	10.6	72.4	98.8	19.0
Actuated g/C Ratio	0.09	0.09	0.09	0.60	0.82	0.16
v/c Ratio	0.14	0.15	0.53	0.87	0.16	0.89
Control Delay	48.4	48.5	14.4	27.6	3.2	48.3
Queue Delay	0.0	0.0	0.0	2.3	0.0	0.0
Total Delay	48.4	48.5	14.4	30.0	3.2	48.3
LOS	D	D	B	C	A	D
Approach Delay		22.4			27.7	48.3
Approach LOS		C			C	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 30.9	Intersection LOS: C
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	36	4	130	2421	224	0	0	261	300
Future Volume (veh/h)	0	0	0	36	4	130	2421	224	0	0	261	300
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				42	0	57	2632	243	0	0	284	226
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				186	0	83	2386	1586	0	0	616	476
Arrive On Green				0.05	0.00	0.05	0.79	1.00	0.00	0.00	0.32	0.32
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2002	1473
Grp Volume(v), veh/h				42	0	57	2632	243	0	0	264	246
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1605
Q Serve(g_s), s				1.4	0.0	4.2	57.0	0.0	0.0	0.0	14.2	14.7
Cycle Q Clear(g_c), s				1.4	0.0	4.2	57.0	0.0	0.0	0.0	14.2	14.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.92
Lane Grp Cap(c), veh/h				186	0	83	2386	1586	0	0	574	518
V/C Ratio(X)				0.23	0.00	0.69	1.10	0.15	0.00	0.00	0.46	0.48
Avail Cap(c_a), veh/h				772	0	343	2386	1586	0	0	574	518
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.09	0.09	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.6	0.0	55.9	12.4	0.0	0.0	0.0	32.3	32.5
Incr Delay (d2), s/veh				0.6	0.0	9.8	47.1	0.0	0.0	0.0	2.6	3.1
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				0.6	0.0	1.9	18.3	0.0	0.0	0.0	6.5	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.2	0.0	65.7	59.5	0.0	0.0	0.0	34.9	35.6
LnGrp LOS				E	A	E	F	A	A	A	C	D
Approach Vol, veh/h					99			2875			510	
Approach Delay, s/veh					61.3			54.5			35.3	
Approach LOS					E			D			D	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	107.7		63.0	44.7		12.3						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 83		57.0	19.0		26.0						
Max Q Clear Time (g_c+I1), s	2.0		59.0	16.7		6.2						
Green Ext Time (p_c), s	1.6		0.0	0.7		0.2						

Intersection Summary		
HCM 6th Ctrl Delay		51.9
HCM 6th LOS		D

Notes

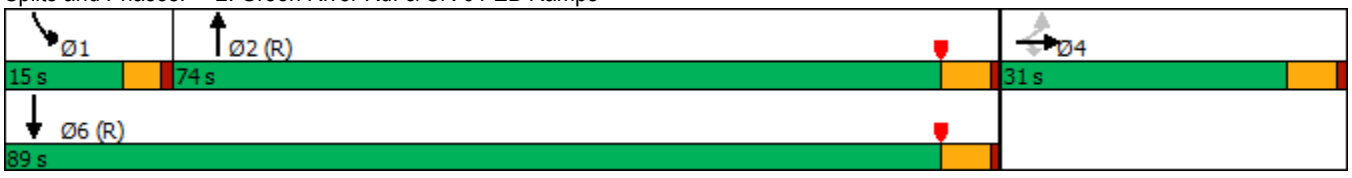
User approved volume balancing among the lanes for turning movement.

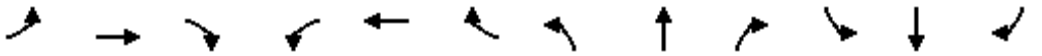
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1	222	2510	207	91
Future Volume (vph)	1	222	2510	207	91
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	31.0	31.0	74.0	15.0	89.0
Total Split (%)	25.8%	25.8%	61.7%	12.5%	74.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.6	15.6	68.5	20.4	93.4
Actuated g/C Ratio	0.13	0.13	0.57	0.17	0.78
v/c Ratio	0.64	0.42	1.00	0.75	0.04
Control Delay	61.5	7.7	42.9	48.1	11.5
Queue Delay	0.4	0.0	19.5	0.0	0.0
Total Delay	61.8	7.7	62.4	48.1	11.5
LOS	E	A	E	D	B
Approach Delay	28.3		62.4		36.9
Approach LOS	C		E		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 56.4	Intersection LOS: E
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1	222	0	0	0	0	2510	147	207	91	0
Future Volume (veh/h)	135	1	222	0	0	0	0	2510	147	207	91	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	147	1	203				0	2728	151	225	99	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	193	1	304				0	3343	182	156	2841	0
Arrive On Green	0.11	0.11	0.11				0.00	0.67	0.67	0.09	0.80	0.00
Sat Flow, veh/h	1770	12	2790				0	5124	270	1781	3647	0
Grp Volume(v), veh/h	148	0	203				0	1859	1020	225	99	0
Grp Sat Flow(s),veh/h/ln	1782	0	1395				0	1702	1822	1781	1777	0
Q Serve(g_s), s	9.7	0.0	8.4				0.0	47.0	49.7	10.5	0.7	0.0
Cycle Q Clear(g_c), s	9.7	0.0	8.4				0.0	47.0	49.7	10.5	0.7	0.0
Prop In Lane	0.99		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	194	0	304				0	2296	1229	156	2841	0
V/C Ratio(X)	0.76	0.00	0.67				0.00	0.81	0.83	1.44	0.03	0.00
Avail Cap(c_a), veh/h	379	0	593				0	2296	1229	156	2841	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	0.39	0.39	0.00
Uniform Delay (d), s/veh	52.0	0.0	51.4				0.0	14.0	14.4	54.8	2.5	0.0
Incr Delay (d2), s/veh	6.1	0.0	2.5				0.0	3.2	6.6	213.3	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	4.7	0.0	3.0				0.0	17.3	20.7	13.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	0.0	53.9				0.0	17.2	21.0	268.1	2.5	0.0
LnGrp LOS	E	A	D				A	B	C	F	A	A
Approach Vol, veh/h		351						2879			324	
Approach Delay, s/veh		55.7						18.6			186.9	
Approach LOS		E						B			F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	86.4		18.6		101.4
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	10.5	68.5		25.5		83.5
Max Q Clear Time (g_c+I1), s	12.5	51.7		11.7		2.7
Green Ext Time (p_c), s	0.0	15.6		1.4		0.7

Intersection Summary		
HCM 6th Ctrl Delay		37.6
HCM 6th LOS		D

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	27	325	2149	91	239
Future Volume (vph)	27	325	2149	91	239
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	46.0	46.0	47.0	27.0	74.0
Total Split (%)	38.3%	38.3%	39.2%	22.5%	61.7%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	12.8	12.8	42.0	8.8	53.0
Actuated g/C Ratio	0.16	0.16	0.54	0.11	0.68
v/c Ratio	0.10	0.64	0.89	0.49	0.08
Control Delay	29.3	9.3	23.5	43.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	9.3	23.5	43.4	4.8
LOS	C	A	C	D	A
Approach Delay	10.8		23.5		15.5
Approach LOS	B		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	27	325	2149	78	91	239
Future Volume (veh/h)	27	325	2149	78	91	239
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	135	2336	77	99	260
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	215	2828	93	128	3544
Arrive On Green	0.14	0.14	0.56	0.56	0.07	0.69
Sat Flow, veh/h	1781	1585	5246	167	1781	5274
Grp Volume(v), veh/h	29	135	1562	851	99	260
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1840	1781	1702
Q Serve(g_s), s	1.0	5.7	26.5	26.9	3.9	1.2
Cycle Q Clear(g_c), s	1.0	5.7	26.5	26.9	3.9	1.2
Prop In Lane	1.00	1.00		0.09	1.00	
Lane Grp Cap(c), veh/h	242	215	1896	1025	128	3544
V/C Ratio(X)	0.12	0.63	0.82	0.83	0.77	0.07
Avail Cap(c_a), veh/h	1004	893	1986	1074	565	4931
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	26.8	28.8	12.8	12.9	32.2	3.5
Incr Delay (d2), s/veh	0.2	3.0	2.9	5.4	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.1	8.1	9.6	1.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.0	31.8	15.7	18.3	35.8	3.5
LnGrp LOS	C	C	B	B	D	A
Approach Vol, veh/h	164		2413			359
Approach Delay, s/veh	30.9		16.6			12.4
Approach LOS	C		B			B

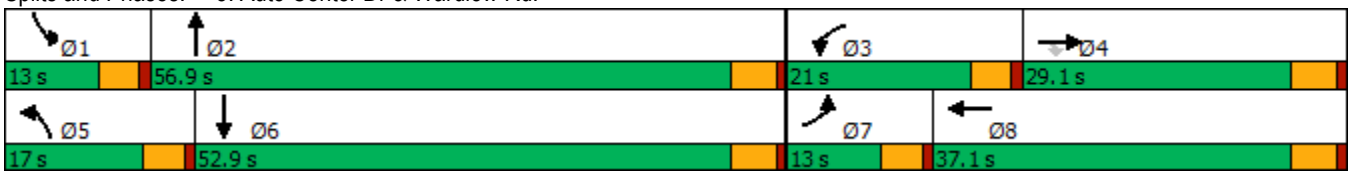
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	45.1			54.8	15.8
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	22.4	41.2			68.2	39.8
Max Q Clear Time (g_c+I1), s	5.9	28.9			3.2	7.7
Green Ext Time (p_c), s	0.1	10.4			1.7	0.5

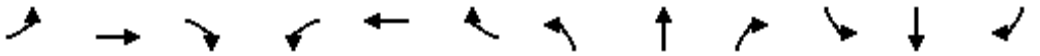
Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	7	2	14	98	16	88	534	16	913
Future Volume (vph)	7	2	14	98	16	88	534	16	913
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	13.0	29.1	29.1	21.0	37.1	17.0	56.9	13.0	52.9
Total Split (%)	10.8%	24.3%	24.3%	17.5%	30.9%	14.2%	47.4%	10.8%	44.1%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.1	13.4	13.4	11.3	17.2	9.1	44.4	6.4	36.8
Actuated g/C Ratio	0.09	0.19	0.19	0.16	0.24	0.13	0.63	0.09	0.52
v/c Ratio	0.05	0.01	0.04	0.36	0.04	0.40	0.30	0.11	0.53
Control Delay	45.4	35.0	0.1	38.6	24.8	42.4	12.1	44.5	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	45.4	35.0	0.1	38.6	24.8	42.4	12.2	44.5	19.5
LOS	D	C	A	D	C	D	B	D	B
Approach Delay		16.3			36.4		15.9		19.9
Approach LOS		B			D		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	14	98	16	2	88	534	97	16	913	33
Future Volume (veh/h)	7	2	14	98	16	2	88	534	97	16	913	33
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	2	13	102	17	2	92	556	85	17	951	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	16	182	154	132	266	31	124	1376	210	37	1392	45
Arrive On Green	0.01	0.10	0.10	0.07	0.16	0.16	0.07	0.45	0.45	0.02	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	1642	193	1781	3091	471	1781	3512	114
Grp Volume(v), veh/h	7	2	13	102	0	19	92	319	322	17	481	501
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1836	1781	1777	1786	1781	1777	1850
Q Serve(g_s), s	0.2	0.1	0.4	3.0	0.0	0.5	2.7	6.5	6.5	0.5	12.0	12.0
Cycle Q Clear(g_c), s	0.2	0.1	0.4	3.0	0.0	0.5	2.7	6.5	6.5	0.5	12.0	12.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.26	1.00		0.06
Lane Grp Cap(c), veh/h	16	182	154	132	0	298	124	791	795	37	704	733
V/C Ratio(X)	0.43	0.01	0.08	0.77	0.00	0.06	0.74	0.40	0.41	0.46	0.68	0.68
Avail Cap(c_a), veh/h	280	839	711	546	0	1098	413	1720	1728	280	1587	1652
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	21.8	22.0	24.3	0.0	19.0	24.4	10.0	10.0	25.9	13.4	13.4
Incr Delay (d2), s/veh	6.4	0.0	0.2	3.6	0.0	0.1	3.3	0.3	0.3	3.2	1.2	1.1
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	0.0	0.1	1.3	0.0	0.2	1.2	2.1	2.1	0.2	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	21.9	22.2	27.9	0.0	19.1	27.7	10.4	10.4	29.1	14.5	14.5
LnGrp LOS	C	C	C	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		22			121			733			999	
Approach Delay, s/veh		25.5			26.5			12.5			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	28.9	8.6	10.3	8.3	26.3	5.1	13.8
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	51.8	16.4	24.0	12.4	47.8	8.4	32.0
Max Q Clear Time (g_c+I1), s	2.5	8.5	5.0	2.4	4.7	14.0	2.2	2.5
Green Ext Time (p_c), s	0.0	4.3	0.1	0.0	0.1	7.2	0.0	0.1

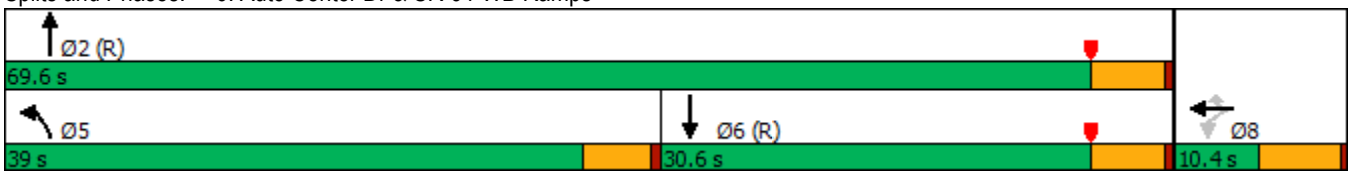
Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

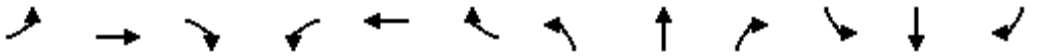
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	93	87	61	799	658	299
Future Volume (vph)	93	87	61	799	658	299
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	10.4	10.4	10.4	39.0	69.6	30.6
Total Split (%)	13.0%	13.0%	13.0%	48.8%	87.0%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	5.1	5.1	5.1	34.4	64.7	25.7
Actuated g/C Ratio	0.06	0.06	0.06	0.43	0.81	0.32
v/c Ratio	0.89	0.98	0.38	1.19	0.26	1.61dr
Control Delay	102.2	122.6	12.0	121.7	1.3	110.6
Queue Delay	0.0	0.0	0.0	0.1	0.0	1.0
Total Delay	102.2	122.6	12.0	121.8	1.3	111.5
LOS	F	F	B	F	A	F
Approach Delay		87.7			67.4	111.5
Approach LOS		F			E	F

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 85.8	Intersection LOS: F
Intersection Capacity Utilization 93.3%	ICU Level of Service F
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	93	87	61	799	658	0	0	299	727
Future Volume (veh/h)	0	0	0	93	87	61	799	658	0	0	299	727
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		0.99
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				102	104	42	908	748	0	0	340	468
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				114	119	101	766	2874	0	0	571	502
Arrive On Green				0.06	0.06	0.06	0.72	1.00	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1781	1870	1585	1781	3647	0	0	1870	1562
Grp Volume(v), veh/h				102	104	42	908	748	0	0	340	468
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1781	1777	0	0	1777	1562
Q Serve(g_s), s				4.5	4.4	2.0	34.4	0.0	0.0	0.0	12.8	23.2
Cycle Q Clear(g_c), s				4.5	4.4	2.0	34.4	0.0	0.0	0.0	12.8	23.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				114	119	101	766	2874	0	0	571	502
V/C Ratio(X)				0.90	0.87	0.42	1.19	0.26	0.00	0.00	0.60	0.93
Avail Cap(c_a), veh/h				114	119	101	766	2874	0	0	571	502
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.69	0.69	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				37.2	37.1	36.0	11.3	0.0	0.0	0.0	22.8	26.3
Incr Delay (d2), s/veh				52.8	44.5	1.0	92.8	0.2	0.0	0.0	3.9	23.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.5	3.4	0.8	24.3	0.1	0.0	0.0	5.7	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				90.0	81.6	37.0	104.0	0.2	0.0	0.0	26.7	50.0
LnGrp LOS				F	F	D	F	A	A	A	C	D
Approach Vol, veh/h					248			1656			808	
Approach Delay, s/veh					77.5			57.1			40.2	
Approach LOS					E			E			D	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.6		39.0	30.6		10.4						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	64.7		34.4	25.7		5.1						
Max Q Clear Time (g_c+I1), s	2.0		36.4	25.2		6.5						
Green Ext Time (p_c), s	3.7		0.0	0.2		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	53.9	
HCM 6th LOS	D	

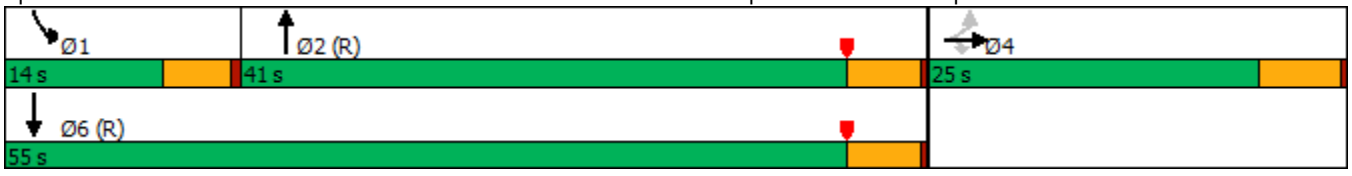
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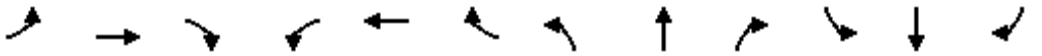
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	432	3	489	1024	54	339
Future Volume (vph)	432	3	489	1024	54	339
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	25.0	25.0	25.0	41.0	14.0	55.0
Total Split (%)	31.3%	31.3%	31.3%	51.3%	17.5%	68.8%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	16.2	16.2	16.2	45.5	7.7	53.6
Actuated g/C Ratio	0.20	0.20	0.20	0.57	0.10	0.67
v/c Ratio	0.68	0.68	0.71	0.67	0.33	0.15
Control Delay	39.2	39.4	8.5	13.3	23.7	5.9
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	39.2	39.4	8.5	13.5	23.7	5.9
LOS	D	D	A	B	C	A
Approach Delay		23.0		13.5		8.3
Approach LOS		C		B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 93.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	3	489	0	0	0	0	1024	749	54	339	0
Future Volume (veh/h)	432	3	489	0	0	0	0	1024	749	54	339	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	462	0	437				0	1089	677	57	361	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, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	877	0	390				0	1783	820	80	2225	0
Arrive On Green	0.25	0.00	0.25				0.00	0.52	0.52	0.09	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1565	1781	3647	0
Grp Volume(v), veh/h	462	0	437				0	1089	677	57	361	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1565	1781	1777	0
Q Serve(g_s), s	9.0	0.0	19.7				0.0	17.9	29.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	19.7				0.0	17.9	29.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	877	0	390				0	1783	820	80	2225	0
V/C Ratio(X)	0.53	0.00	1.12				0.00	0.61	0.83	0.71	0.16	0.00
Avail Cap(c_a), veh/h	877	0	390				0	1783	820	209	2225	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.40	0.40	0.09	0.09	0.00
Uniform Delay (d), s/veh	26.1	0.0	30.1				0.0	13.3	16.0	35.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	82.1				0.0	0.6	4.0	1.1	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
%ile BackOfQ(50%),veh/ln	3.7	0.0	16.1				0.0	6.1	9.8	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	112.3				0.0	14.0	19.9	37.0	0.0	0.0
LnGrp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		899						1766			418	
Approach Delay, s/veh		68.1						16.3			5.1	
Approach LOS		E						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.2	46.8		25.0		55.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	9.4	36.1		19.7		50.1
Max Q Clear Time (g_c+I1), s	4.5	31.0		21.7		2.0
Green Ext Time (p_c), s	0.0	3.6		0.0		1.6

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

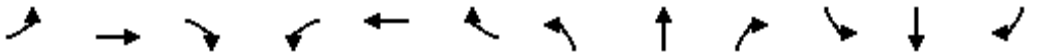
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	146	13	332	23	64	1332	145	631
Future Volume (vph)	146	13	332	23	64	1332	145	631
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	32.7	32.7	32.7	32.7	8.1	48.9	7.3	50.9
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.08	0.47	0.07	0.49
v/c Ratio	0.71	0.12	0.82	0.55	0.48	0.87	0.62	0.41
Control Delay	51.3	10.2	50.0	19.1	62.5	32.6	62.7	20.0
Queue Delay	0.0	0.0	0.0	0.0	1.8	49.1	0.0	0.0
Total Delay	51.3	10.2	50.0	19.1	64.3	81.7	62.7	20.0
LOS	D	B	D	B	E	F	E	B
Approach Delay		39.1		34.9		80.9		27.4
Approach LOS		D		C		F		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 54.6	Intersection LOS: D
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	13	49	332	23	296	64	1332	70	145	631	51
Future Volume (veh/h)	146	13	49	332	23	296	64	1332	70	145	631	51
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	13	41	342	24	174	66	1373	72	149	651	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	123	387	462	60	435	85	1636	86	215	1631	133
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.05	0.48	0.48	0.06	0.49	0.49
Sat Flow, veh/h	1185	396	1248	1349	193	1402	1781	3432	180	3456	3321	270
Grp Volume(v), veh/h	151	0	54	342	0	198	66	709	736	149	348	356
Grp Sat Flow(s),veh/h/ln	1185	0	1644	1349	0	1595	1781	1777	1835	1728	1777	1815
Q Serve(g_s), s	11.0	0.0	2.2	23.1	0.0	9.3	3.5	33.2	33.4	4.0	11.8	11.9
Cycle Q Clear(g_c), s	20.3	0.0	2.2	25.4	0.0	9.3	3.5	33.2	33.4	4.0	11.8	11.9
Prop In Lane	1.00		0.76	1.00		0.88	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	327	0	510	462	0	495	85	847	875	215	873	891
V/C Ratio(X)	0.46	0.00	0.11	0.74	0.00	0.40	0.78	0.84	0.84	0.69	0.40	0.40
Avail Cap(c_a), veh/h	497	0	746	656	0	724	194	1022	1056	268	967	987
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	23.5	32.5	0.0	25.9	44.9	21.8	21.8	43.8	15.4	15.4
Incr Delay (d2), s/veh	1.0	0.0	0.1	2.7	0.0	0.5	5.6	5.3	5.3	3.4	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	3.2	0.0	0.9	7.8	0.0	3.6	1.6	14.0	14.5	1.8	4.6	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	23.6	35.2	0.0	26.4	50.5	27.1	27.1	47.2	15.7	15.7
LnGrp LOS	C	A	C	D	A	C	D	C	C	D	B	B
Approach Vol, veh/h		205			540			1511			853	
Approach Delay, s/veh		31.9			32.0			28.1			21.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	50.6		34.3	9.2	52.0		34.3				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	7.4	54.9		* 43	10.4	51.9		* 43				
Max Q Clear Time (g_c+I1), s	6.0	35.4		22.3	5.5	13.9		27.4				
Green Ext Time (p_c), s	0.0	10.0		0.8	0.0	4.7		2.2				

Intersection Summary			
HCM 6th Ctrl Delay		27.1	
HCM 6th LOS		C	

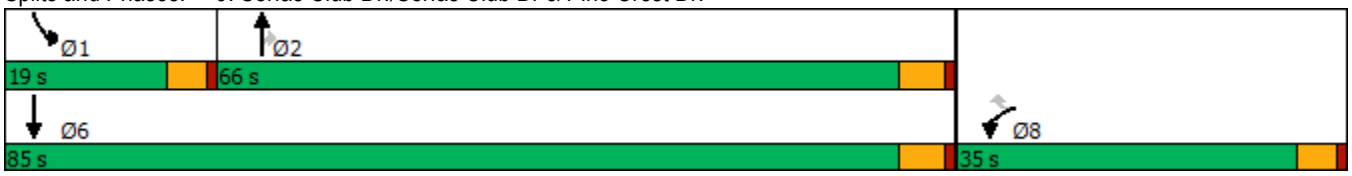
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	191	232	1234	75	208	805
Future Volume (vph)	191	232	1234	75	208	805
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	15.3	15.3	42.9	42.9	14.9	62.6
Actuated g/C Ratio	0.17	0.17	0.49	0.49	0.17	0.71
v/c Ratio	0.67	0.54	0.77	0.10	0.75	0.34
Control Delay	47.1	10.8	21.8	6.5	55.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	63.5	0.4
Total Delay	47.1	10.8	21.8	6.5	119.1	6.0
LOS	D	B	C	A	F	A
Approach Delay	27.2		20.9			29.2
Approach LOS	C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	191	232	1234	75	208	805
Future Volume (veh/h)	191	232	1234	75	208	805
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	188	1327	70	224	866
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	267	238	1793	782	266	2548
Arrive On Green	0.15	0.15	0.50	0.50	0.15	0.72
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	205	188	1327	70	224	866
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	8.1	8.4	21.6	1.7	8.9	6.7
Cycle Q Clear(g_c), s	8.1	8.4	21.6	1.7	8.9	6.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	267	238	1793	782	266	2548
V/C Ratio(X)	0.77	0.79	0.74	0.09	0.84	0.34
Avail Cap(c_a), veh/h	741	660	2962	1293	351	3887
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	29.8	29.9	14.3	9.4	30.2	3.9
Incr Delay (d2), s/veh	1.7	2.2	0.6	0.0	10.4	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	3.5	3.3	7.5	0.5	4.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.6	32.2	14.9	9.4	40.6	3.9
LnGrp LOS	C	C	B	A	D	A
Approach Vol, veh/h	393		1397			1090
Approach Delay, s/veh	31.8		14.7			11.5
Approach LOS	C		B			B

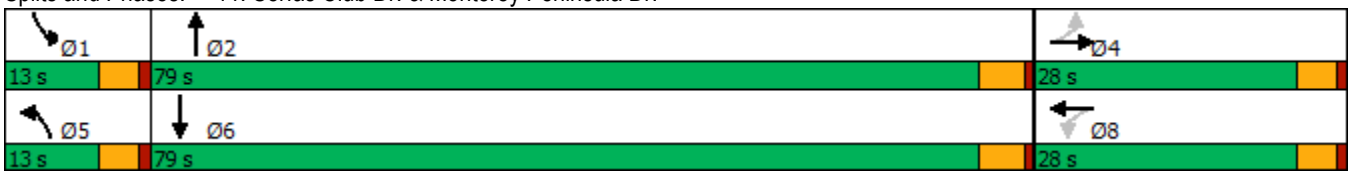
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.5	42.0			57.5	15.6
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9			79.9	30.4
Max Q Clear Time (g_c+I1), s	10.9	23.6			8.7	10.4
Green Ext Time (p_c), s	0.1	13.3			7.3	0.6

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	87	3	13	2	7	1189	18	925
Future Volume (vph)	87	3	13	2	7	1189	18	925
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	28.0	28.0	28.0	28.0	13.0	79.0	13.0	79.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.8%	65.8%	10.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		13.9		13.9	5.5	54.0	6.0	56.2
Actuated g/C Ratio		0.17		0.17	0.07	0.66	0.07	0.69
v/c Ratio		0.50		0.18	0.07	0.55	0.15	0.83
Control Delay		39.0		18.4	46.6	9.6	46.2	18.0
Queue Delay		0.0		0.0	0.0	0.1	0.0	0.0
Total Delay		39.0		18.4	46.6	9.7	46.2	18.0
LOS		D		B	D	A	D	B
Approach Delay		39.0		18.4		10.0		18.5
Approach LOS		D		B		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	3	26	13	2	34	7	1189	3	18	925	54
Future Volume (veh/h)	87	3	26	13	2	34	7	1189	3	18	925	54
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		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	3	19	14	2	31	8	1278	3	19	995	53
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	15	33	105	37	146	18	2319	5	39	1141	61
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.64	0.64	0.02	0.65	0.65
Sat Flow, veh/h	1130	110	243	283	269	1070	1781	3637	9	1781	1757	94
Grp Volume(v), veh/h	116	0	0	47	0	0	8	624	657	19	0	1048
Grp Sat Flow(s),veh/h/ln	1483	0	0	1622	0	0	1781	1777	1869	1781	0	1851
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	0.0	0.3	13.8	13.8	0.7	0.0	32.1
Cycle Q Clear(g_c), s	4.9	0.0	0.0	1.8	0.0	0.0	0.3	13.8	13.8	0.7	0.0	32.1
Prop In Lane	0.81		0.16	0.30		0.66	1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	295	0	0	288	0	0	18	1133	1191	39	0	1202
V/C Ratio(X)	0.39	0.00	0.00	0.16	0.00	0.00	0.44	0.55	0.55	0.48	0.00	0.87
Avail Cap(c_a), veh/h	573	0	0	590	0	0	213	1872	1968	213	0	1950
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	0.0	26.9	0.0	0.0	34.5	7.1	7.1	33.9	0.0	9.9
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.0	6.0	0.4	0.4	3.4	0.0	2.7
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	1.8	0.0	0.0	0.7	0.0	0.0	0.2	3.9	4.1	0.3	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	0.0	27.2	0.0	0.0	40.5	7.5	7.5	37.3	0.0	12.6
LnGrp LOS	C	A	A	C	A	A	D	A	A	D	A	B
Approach Vol, veh/h		116			47			1289			1067	
Approach Delay, s/veh		29.0			27.2			7.7			13.1	
Approach LOS		C			C			A			B	

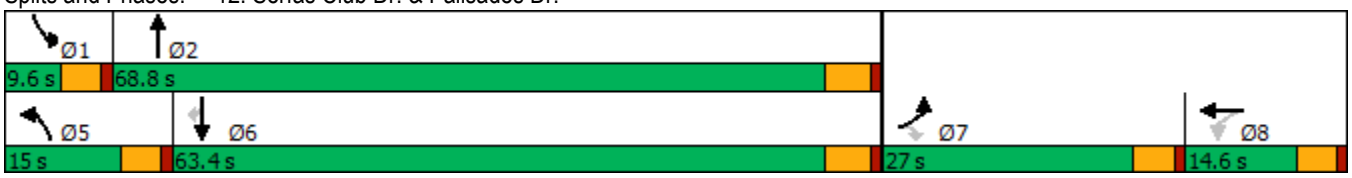
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	49.8		14.2	5.3	50.7		14.2				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	8.4	73.9		23.4	8.4	73.9		23.4				
Max Q Clear Time (g_c+I1), s	2.7	15.8		6.9	2.3	34.1		3.8				
Green Ext Time (p_c), s	0.0	11.8		0.5	0.0	11.4		0.2				

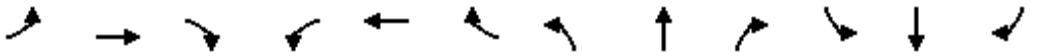
Intersection Summary			
HCM 6th Ctrl Delay		11.3	
HCM 6th LOS		B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	201	13	43	997	446	518		
Future Volume (vph)	201	13	43	997	446	518		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	27.0	27.0	15.0	68.8	63.4	63.4	9.6	14.6
Total Split (%)	22.5%	22.5%	12.5%	57.3%	52.8%	52.8%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	11.9	11.9	6.6	31.8	25.6	25.6		
Actuated g/C Ratio	0.22	0.22	0.12	0.59	0.47	0.47		
v/c Ratio	0.29	0.03	0.22	0.52	0.55	0.62		
Control Delay	21.4	0.2	29.0	7.3	14.5	8.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	21.4	0.2	29.0	7.3	14.5	8.3		
LOS	C	A	C	A	B	A		
Approach Delay				8.2	11.2			
Approach LOS				A	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	0	13	0	0	0	43	997	0	0	446	518
Future Volume (veh/h)	201	0	13	0	0	0	43	997	0	0	446	518
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	218	0	10	0	0	0	47	1084	0	0	485	473
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, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	721	0	0	0	4	0	88	2042	0	4	790	654
Arrive On Green	0.21	0.00	0.00	0.00	0.00	0.00	0.05	0.57	0.00	0.00	0.42	0.42
Sat Flow, veh/h	3456	218		0	-86037	0	1781	3647	0	1781	1870	1548
Grp Volume(v), veh/h	218	15.2		0	0	0	47	1084	0	0	485	473
Grp Sat Flow(s),veh/h/ln	1728	B		0	1870	0	1781	1777	0	1781	1870	1548
Q Serve(g_s), s	2.4			0.0	0.0	0.0	1.2	8.4	0.0	0.0	9.0	11.4
Cycle Q Clear(g_c), s	2.4			0.0	0.0	0.0	1.2	8.4	0.0	0.0	9.0	11.4
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	721			0	4	0	88	2042	0	4	790	654
V/C Ratio(X)	0.30			0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.61	0.72
Avail Cap(c_a), veh/h	1730			0	418	0	414	5059	0	199	2437	2017
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.0			0.0	0.0	0.0	20.8	5.8	0.0	0.0	10.1	10.8
Incr Delay (d2), s/veh	0.2			0.0	0.0	0.0	1.9	0.2	0.0	0.0	0.8	1.5
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
%ile BackOfQ(50%),veh/ln	0.7			0.0	0.0	0.0	0.5	1.8	0.0	0.0	2.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2			0.0	0.0	0.0	22.6	6.0	0.0	0.0	10.9	12.3
LnGrp LOS	B			A	A	A	C	A	A	A	B	B
Approach Vol, veh/h					0			1131			958	
Approach Delay, s/veh					0.0			6.7			11.6	
Approach LOS								A			B	

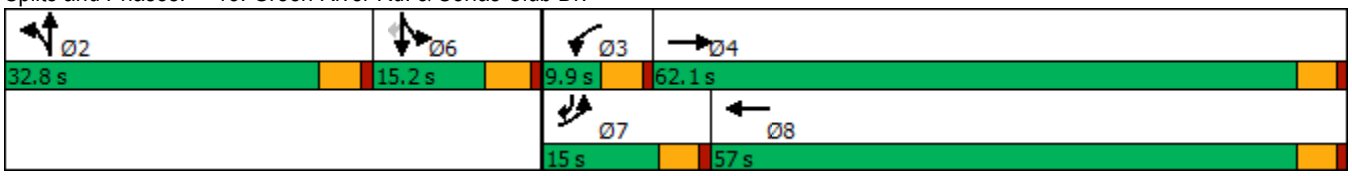
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	30.8			6.8	24.0	13.9	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	63.7			10.4	58.3	22.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	10.4			3.2	13.4	4.4	0.0				
Green Ext Time (p_c), s	0.0	10.1			0.0	5.5	0.6	0.0				

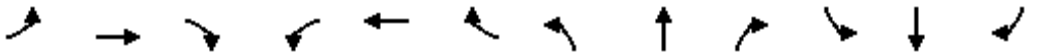
Intersection Summary			
HCM 6th Ctrl Delay		9.5	
HCM 6th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	416	628	18	1910	65	145	23	277
Future Volume (vph)	416	628	18	1910	65	145	23	277
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	15.0	62.1	9.9	57.0	32.8	15.2	15.2	15.0
Total Split (%)	12.5%	51.8%	8.3%	47.5%	27.3%	12.7%	12.7%	12.5%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.4	63.7	5.2	52.5	13.2	10.0	10.0	25.7
Actuated g/C Ratio	0.10	0.60	0.05	0.50	0.13	0.09	0.09	0.24
v/c Ratio	1.27	0.30	0.22	1.39	0.47	0.54	0.54	0.48
Control Delay	180.4	12.1	56.6	205.4	41.4	60.3	59.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	180.4	12.1	56.6	205.4	41.4	60.3	59.9	7.2
LOS	F	B	E	F	D	E	E	A
Approach Delay		78.9		204.2	41.4		27.1	
Approach LOS		E		F	D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 146.3	Intersection LOS: F
Intersection Capacity Utilization 103.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	416	628	5	18	1910	407	8	65	36	145	23	277
Future Volume (veh/h)	416	628	5	18	1910	407	8	65	36	145	23	277
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	647	5	19	1969	271	8	67	27	166	0	175
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	2162	17	36	1623	218	13	109	44	352	0	319
Arrive On Green	0.10	0.60	0.60	0.02	0.52	0.52	0.09	0.09	0.09	0.10	0.00	0.10
Sat Flow, veh/h	3456	3614	28	1781	3144	422	140	1168	471	3563	0	1585
Grp Volume(v), veh/h	429	318	334	19	1091	1149	102	0	0	166	0	175
Grp Sat Flow(s),veh/h/ln	1728	1777	1865	1781	1777	1789	1779	0	0	1781	0	1585
Q Serve(g_s), s	10.4	8.9	8.9	1.1	52.3	52.3	5.6	0.0	0.0	4.5	0.0	10.0
Cycle Q Clear(g_c), s	10.4	8.9	8.9	1.1	52.3	52.3	5.6	0.0	0.0	4.5	0.0	10.0
Prop In Lane	1.00		0.01	1.00		0.24	0.08		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	355	1063	1116	36	917	923	166	0	0	352	0	319
V/C Ratio(X)	1.21	0.30	0.30	0.52	1.19	1.24	0.62	0.00	0.00	0.47	0.00	0.55
Avail Cap(c_a), veh/h	355	1063	1116	93	917	923	493	0	0	352	0	319
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	1.00
Uniform Delay (d), s/veh	45.5	10.0	10.0	49.1	24.5	24.5	44.2	0.0	0.0	43.2	0.0	36.3
Incr Delay (d2), s/veh	117.8	0.2	0.1	4.2	96.4	119.0	1.4	0.0	0.0	1.0	0.0	2.0
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	10.2	3.3	3.5	0.5	44.9	51.0	2.5	0.0	0.0	2.0	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	163.2	10.1	10.1	53.4	120.9	143.5	45.6	0.0	0.0	44.2	0.0	38.3
LnGrp LOS	F	B	B	D	F	F	D	A	A	D	A	D
Approach Vol, veh/h		1081			2259			102			341	
Approach Delay, s/veh		70.9			131.8			45.6			41.2	
Approach LOS		E			F			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.1	6.7	65.3		15.2	15.0	57.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.3	* 57		10.0	10.4	* 52				
Max Q Clear Time (g_c+I1), s		7.6	3.1	10.9		12.0	12.4	54.3				
Green Ext Time (p_c), s		0.3	0.0	4.6		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		103.9
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	281	415	5	5	8
Future Vol, veh/h	2	281	415	5	5	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	347	512	6	6	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	518	0	-	0	866	515
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1048	-	-	-	324	560
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1048	-	-	-	323	560
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	713	-

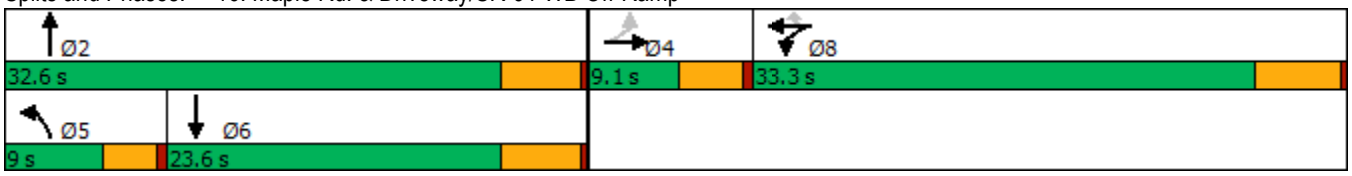
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.6
HCM LOS			B

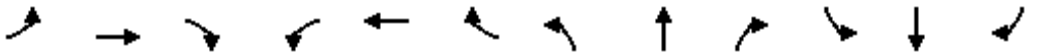
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	437
HCM Lane V/C Ratio	0.002	-	-	-	0.037
HCM Control Delay (s)	8.4	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	3	0	62	7	93	10	414	430
Future Volume (vph)	3	0	62	7	93	10	414	430
Turn Type	Perm	NA	Split	NA	Perm	Prot	NA	NA
Protected Phases		4	8	8		5	2	6
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	5	2	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)	9.1	9.1	33.3	33.3	33.3	8.5	29.9	9.9
Total Split (s)	9.1	9.1	33.3	33.3	33.3	9.0	32.6	23.6
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	12.0%	43.5%	31.5%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	3.0	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.1	5.3	5.3	5.3	3.5	4.9	4.9
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max
Act Effct Green (s)		5.2	8.6	8.6	8.6	5.3	33.7	32.5
Actuated g/C Ratio		0.10	0.17	0.17	0.17	0.10	0.66	0.64
v/c Ratio		0.02	0.13	0.13	0.26	0.06	0.19	0.21
Control Delay		0.2	17.3	17.3	3.5	26.0	7.4	9.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.2	17.3	17.3	3.5	26.0	7.4	9.6
LOS		A	B	B	A	C	A	A
Approach Delay		0.2		9.3			7.9	9.6
Approach LOS		A		A			A	A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 33.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	3	62	7	93	10	414	0	0	430	9
Future Volume (veh/h)	3	0	3	62	7	93	10	414	0	0	430	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		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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	3	0	3	71	0	94	11	440	0	0	457	10
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	7	0	7	336	0	150	25	2104	0	0	1788	39
Arrive On Green	0.01	0.00	0.01	0.09	0.00	0.09	0.01	0.59	0.00	0.00	0.50	0.50
Sat Flow, veh/h	839	0	839	3563	0	1585	1781	3647	0	0	3649	78
Grp Volume(v), veh/h	6	0	0	71	0	94	11	440	0	0	228	239
Grp Sat Flow(s),veh/h/ln	1677	0	0	1781	0	1585	1781	1777	0	0	1777	1856
Q Serve(g_s), s	0.2	0.0	0.0	0.9	0.0	2.7	0.3	2.7	0.0	0.0	3.4	3.4
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.9	0.0	2.7	0.3	2.7	0.0	0.0	3.4	3.4
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.00	0.00		0.04
Lane Grp Cap(c), veh/h	13	0	0	336	0	150	25	2104	0	0	894	934
V/C Ratio(X)	0.45	0.00	0.00	0.21	0.00	0.63	0.43	0.21	0.00	0.00	0.26	0.26
Avail Cap(c_a), veh/h	179	0	0	2132	0	949	209	2104	0	0	894	934
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	0.0	19.6	0.0	20.4	22.9	4.4	0.0	0.0	6.6	6.6
Incr Delay (d2), s/veh	8.4	0.0	0.0	0.1	0.0	1.6	4.3	0.2	0.0	0.0	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	0.1	0.0	0.0	0.3	0.0	0.9	0.1	0.6	0.0	0.0	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	0.0	19.7	0.0	22.0	27.2	4.7	0.0	0.0	7.3	7.3
LnGrp LOS	C	A	A	B	A	C	C	A	A	A	A	A
Approach Vol, veh/h		6			165			451			467	
Approach Delay, s/veh		31.5			21.0			5.2			7.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.5	4.2	28.4		9.7				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		4.7		2.2	2.3	5.4		4.7				
Green Ext Time (p_c), s		1.8		0.0	0.0	1.4		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		8.7
HCM 6th LOS		A

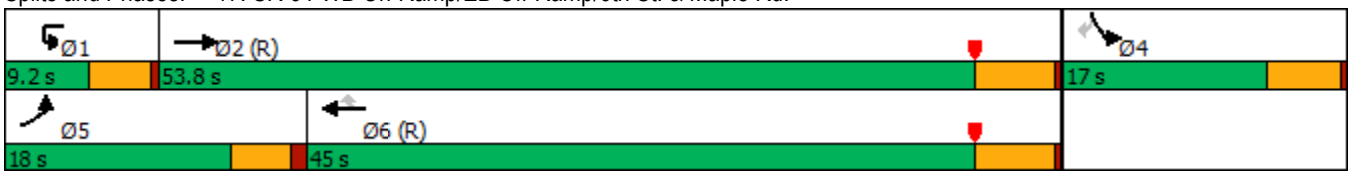
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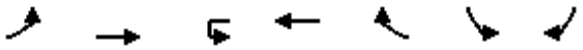
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	245	471	1473	178	216	280	
Future Volume (vph)	245	471	1473	178	216	280	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	18.0	53.8	45.0	45.0	17.0	17.0	9.2
Total Split (%)	22.5%	67.3%	56.3%	56.3%	21.3%	21.3%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	14.9	59.3	39.8	39.8	10.5	10.5	
Actuated g/C Ratio	0.19	0.74	0.50	0.50	0.13	0.13	
v/c Ratio	0.89	0.21	1.00	0.24	0.57	0.85	
Control Delay	63.6	3.6	41.9	2.5	37.5	34.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.6	3.6	41.9	2.5	37.5	34.0	
LOS	E	A	D	A	D	C	
Approach Delay		24.2	37.6		35.5		
Approach LOS		C	D		D		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 33.9	Intersection LOS: C
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	245	471	0	1473	178	216	280
Future Volume (veh/h)	245	471	0	1473	178	216	280
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	292	561		1754	166	257	265
Peak Hour Factor	0.84	0.84		0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	298	2563		1764	770	523	240
Arrive On Green	0.17	0.72		0.50	0.50	0.15	0.15
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	292	561		1754	166	257	265
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	13.1	4.2		39.3	4.8	5.5	12.1
Cycle Q Clear(g_c), s	13.1	4.2		39.3	4.8	5.5	12.1
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	298	2563		1764	770	523	240
V/C Ratio(X)	0.98	0.22		0.99	0.22	0.49	1.11
Avail Cap(c_a), veh/h	298	2563		1764	770	523	240
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.63	0.63	0.99	0.99
Uniform Delay (d), s/veh	33.2	3.7		20.0	11.4	31.1	34.0
Incr Delay (d2), s/veh	46.1	0.2		15.8	0.4	0.3	89.0
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.9		17.9	1.6	2.2	15.8
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	79.3	3.9		35.8	11.8	31.4	122.9
LnGrp LOS	E	A		D	B	C	F
Approach Vol, veh/h		853		1920		522	
Approach Delay, s/veh		29.7		33.8		77.9	
Approach LOS		C		C		E	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		63.0		17.0	18.0	45.0	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		48.5		12.1	13.4	39.7	
Max Q Clear Time (g_c+I1), s		6.2		14.1	15.1	41.3	
Green Ext Time (p_c), s		2.3		0.0	0.0	0.0	

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

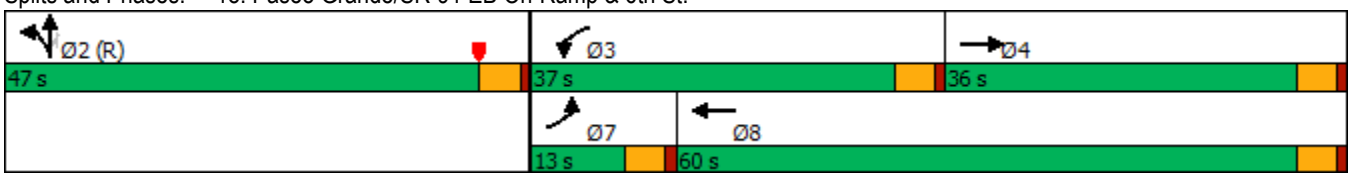
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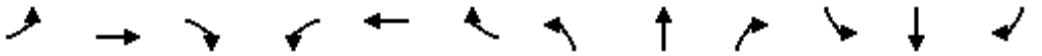
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	139	370	450	1217	434	409	351
Future Volume (vph)	139	370	450	1217	434	409	351
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	13.0	36.0	37.0	60.0	47.0	47.0	47.0
Total Split (%)	10.8%	30.0%	30.8%	50.0%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	8.4	25.2	32.4	49.2	48.6	48.6	48.6
Actuated g/C Ratio	0.07	0.21	0.27	0.41	0.40	0.40	0.40
v/c Ratio	1.23	0.79	1.03	0.74	0.62	0.69	0.44
Control Delay	200.9	47.4	91.2	31.4	34.6	36.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	200.9	47.4	91.2	31.4	34.6	36.8	4.4
LOS	F	D	F	C	C	D	A
Approach Delay		78.4		46.0		26.6	
Approach LOS		E		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 45.8	Intersection LOS: D
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	370	179	450	1217	177	434	409	351	0	0	0
Future Volume (veh/h)	139	370	179	450	1217	177	434	409	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	151	402	157	489	1323	158	458	464	274			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	125	492	189	481	1834	219	744	781	653			
Arrive On Green	0.07	0.20	0.20	0.27	0.40	0.40	0.42	0.42	0.42			
Sat Flow, veh/h	1781	2490	959	1781	4614	551	1781	1870	1564			
Grp Volume(v), veh/h	151	285	274	489	976	505	458	464	274			
Grp Sat Flow(s),veh/h/ln	1781	1777	1672	1781	1702	1761	1781	1870	1564			
Q Serve(g_s), s	8.4	18.4	18.8	32.4	29.1	29.1	24.2	23.1	14.8			
Cycle Q Clear(g_c), s	8.4	18.4	18.8	32.4	29.1	29.1	24.2	23.1	14.8			
Prop In Lane	1.00		0.57	1.00		0.31	1.00		1.00			
Lane Grp Cap(c), veh/h	125	351	330	481	1353	700	744	781	653			
V/C Ratio(X)	1.21	0.81	0.83	1.02	0.72	0.72	0.62	0.59	0.42			
Avail Cap(c_a), veh/h	125	465	438	481	1572	813	744	781	653			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.95	0.46	0.46	0.46	1.00	1.00	1.00			
Uniform Delay (d), s/veh	55.8	46.0	46.2	43.8	30.5	30.5	27.4	27.1	24.7			
Incr Delay (d2), s/veh	146.1	7.7	9.2	32.1	0.6	1.2	3.8	3.3	2.0			
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	8.8	8.8	8.6	18.3	11.8	12.3	11.1	11.0	5.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	201.9	53.7	55.5	75.9	31.2	31.8	31.2	30.4	26.7			
LnGrp LOS	F	D	E	F	C	C	C	C	C			
Approach Vol, veh/h		710			1970			1196				
Approach Delay, s/veh		85.9			42.4			29.8				
Approach LOS		F			D			C				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		54.7	37.0	28.3			13.0	52.3				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		42.4	32.4	31.4			8.4	55.4				
Max Q Clear Time (g_c+I1), s		26.2	34.4	20.8			10.4	31.1				
Green Ext Time (p_c), s		3.2	0.0	2.5			0.0	11.4				

Intersection Summary												
HCM 6th Ctrl Delay			46.5									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	53.4
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	182	15	64	959	254	278
Future Vol, veh/h	182	15	64	959	254	278
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	16	69	1031	273	299
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	14.7	80.6	15.5
HCM LOS	B	F	C

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	17%	0%	92%	0%	0%
Vol Thru, %	83%	100%	0%	100%	0%
Vol Right, %	0%	0%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	384	639	197	254	278
LT Vol	64	0	182	0	0
Through Vol	320	639	0	254	0
RT Vol	0	0	15	0	278
Lane Flow Rate	413	687	212	273	299
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.711	1.169	0.403	0.502	0.492
Departure Headway (Hd)	6.208	6.123	7.033	6.869	6.156
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	582	598	515	527	589
Service Time	3.939	3.854	5.033	4.569	3.856
HCM Lane V/C Ratio	0.71	1.149	0.412	0.518	0.508
HCM Control Delay	22.8	115.3	14.7	16.3	14.7
HCM Lane LOS	C	F	B	C	B
HCM 95th-tile Q	5.8	23.3	1.9	2.8	2.7

Intersection	
Intersection Delay, s/veh	156.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	39	11	64	82	193	7	771	36	13	244	11
Future Vol, veh/h	59	39	11	64	82	193	7	771	36	13	244	11
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	42	12	70	89	210	8	838	39	14	265	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.4	25.9	274.2	20.1
HCM LOS	C	D	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	54%	19%	5%
Vol Thru, %	95%	36%	24%	91%
Vol Right, %	4%	10%	57%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	814	109	339	268
LT Vol	7	59	64	13
Through Vol	771	39	82	244
RT Vol	36	11	193	11
Lane Flow Rate	885	118	368	291
Geometry Grp	1	1	1	1
Degree of Util (X)	1.551	0.257	0.68	0.555
Departure Headway (Hd)	6.311	9.27	7.815	7.821
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	575	390	468	466
Service Time	4.407	7.27	5.815	5.821
HCM Lane V/C Ratio	1.539	0.303	0.786	0.624
HCM Control Delay	274.2	15.4	25.9	20.1
HCM Lane LOS	F	C	D	C
HCM 95th-tile Q	45.8	1	5	3.3

Intersection	
Intersection Delay, s/veh	296.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	21	61	259	80	471	47	379	170	74	249	3
Future Vol, veh/h	3	21	61	259	80	471	47	379	170	74	249	3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	26	74	316	98	574	57	462	207	90	304	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.5	457.7	249.4	54.8
HCM LOS	C	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	23%
Vol Thru, %	64%	25%	10%	76%
Vol Right, %	29%	72%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	596	85	810	326
LT Vol	47	3	259	74
Through Vol	379	21	80	249
RT Vol	170	61	471	3
Lane Flow Rate	727	104	988	398
Geometry Grp	1	1	1	1
Degree of Util (X)	1.466	0.253	1.957	0.852
Departure Headway (Hd)	9.698	13.112	8.089	11.3
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	385	276	464	326
Service Time	7.698	11.112	6.089	9.3
HCM Lane V/C Ratio	1.888	0.377	2.129	1.221
HCM Control Delay	249.4	20.5	457.7	54.8
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	28.7	1	58.8	7.6

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	10	3	568	555	13
Future Vol, veh/h	28	10	3	568	555	13
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	14	4	789	771	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1604	807	816	0	-	0
Stage 1	807	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	116	381	812	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	371	791	-	-	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	791	-	269	-	-
HCM Lane V/C Ratio	0.005	-	0.196	-	-
HCM Control Delay (s)	9.6	0	21.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	339.8
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	242	267	538	447	118
Future Vol, veh/h	34	242	267	538	447	118
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	356	393	791	657	174
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	31	522.8	230
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	12%	0%
Vol Thru, %	67%	0%	79%
Vol Right, %	0%	88%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	805	276	565
LT Vol	267	34	0
Through Vol	538	0	447
RT Vol	0	242	118
Lane Flow Rate	1184	406	831
Geometry Grp	1	1	1
Degree of Util (X)	2.11	0.736	1.437
Departure Headway (Hd)	7.103	8.261	7.676
Convergence, Y/N	Yes	Yes	Yes
Cap	521	442	482
Service Time	5.103	6.261	5.676
HCM Lane V/C Ratio	2.273	0.919	1.724
HCM Control Delay	522.8	31	230
HCM Lane LOS	F	D	F
HCM 95th-tile Q	75.6	5.9	33.2

Intersection	
Intersection Delay, s/veh	274.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	180	0	389	0	406	152	310	238	0
Future Vol, veh/h	0	0	0	180	0	389	0	406	152	310	238	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	277	0	598	0	625	234	477	366	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

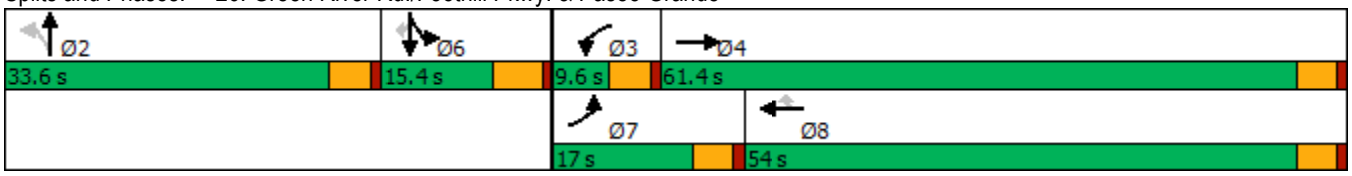
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	0	93.6	190.9	548.6
HCM LOS	-	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	57%
Vol Thru, %	100%	0%	100%	0%	100%	0%	43%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	152	0	180	0	389	548
LT Vol	0	0	0	180	0	0	310
Through Vol	406	0	0	0	0	0	238
RT Vol	0	152	0	0	0	389	0
Lane Flow Rate	625	234	0	277	0	598	843
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	1.47	0.505	0	0.632	0	1.166	2.15
Departure Headway (Hd)	10.632	9.892	14.848	9.594	9.063	8.32	10.139
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	350	367	0	379	0	443	371
Service Time	8.332	7.592	12.548	7.294	6.763	6.02	7.839
HCM Lane V/C Ratio	1.786	0.638	0	0.731	0	1.35	2.272
HCM Control Delay	254	22.3	17.5	27.4	11.8	124.3	548.6
HCM Lane LOS	F	C	N	D	N	F	F
HCM 95th-tile Q	26.8	2.7	0	4.2	0	19	56.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	340	400	2	1734	88	2	49	0	322
Future Volume (vph)	340	400	2	1734	88	2	49	0	322
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8		2	6	6	
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	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	21.7	9.6	32.7	32.7	31.7	15.4	15.4	15.4
Total Split (s)	17.0	61.4	9.6	54.0	54.0	33.6	15.4	15.4	15.4
Total Split (%)	14.2%	51.2%	8.0%	45.0%	45.0%	28.0%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.4	4.4	4.4
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.6	65.8	5.1	50.1	50.1	12.8	10.2	10.2	10.2
Actuated g/C Ratio	0.14	0.71	0.06	0.54	0.54	0.14	0.11	0.11	0.11
v/c Ratio	0.79	0.17	0.02	0.99	0.10	0.01	0.27	0.30	0.30
Control Delay	53.8	7.3	48.0	40.3	1.0	35.0	45.5	1.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	7.3	48.0	40.3	1.0	35.0	45.5	1.3	1.3
LOS	D	A	D	D	A	C	D	A	A
Approach Delay		28.6		38.4		35.0		7.1	
Approach LOS		C		D		C		A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 32.0	Intersection LOS: C
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	400	2	2	1734	88	0	2	0	49	0	322
Future Volume (veh/h)	340	400	2	2	1734	88	0	2	0	49	0	322
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	370	435	2	2	1885	82	0	2	0	53	0	195
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	441	2423	11	5	1930	861	0	10	0	196	0	349
Arrive On Green	0.13	0.67	0.67	0.00	0.54	0.54	0.00	0.01	0.00	0.11	0.00	0.11
Sat Flow, veh/h	3456	3628	17	1781	3554	1585	0	1870	0	1781	0	3170
Grp Volume(v), veh/h	370	213	224	2	1885	82	0	2	0	53	0	195
Grp Sat Flow(s),veh/h/ln	1728	1777	1867	1781	1777	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	9.5	4.1	4.1	0.1	46.8	2.3	0.0	0.1	0.0	2.5	0.0	5.3
Cycle Q Clear(g_c), s	9.5	4.1	4.1	0.1	46.8	2.3	0.0	0.1	0.0	2.5	0.0	5.3
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	1187	1247	5	1930	861	0	10	0	196	0	349
V/C Ratio(X)	0.84	0.18	0.18	0.41	0.98	0.10	0.00	0.20	0.00	0.27	0.00	0.56
Avail Cap(c_a), veh/h	472	1187	1247	98	1931	861	0	596	0	196	0	349
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	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	5.7	5.7	45.2	20.2	10.0	0.0	44.9	0.0	37.0	0.0	38.3
Incr Delay (d2), s/veh	11.1	0.1	0.1	19.7	15.3	0.0	0.0	9.2	0.0	0.7	0.0	2.0
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	4.6	1.3	1.4	0.1	21.4	0.8	0.0	0.1	0.0	1.1	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	5.8	5.7	64.9	35.5	10.0	0.0	54.1	0.0	37.8	0.0	40.3
LnGrp LOS	D	A	A	E	D	B	A	D	A	D	A	D
Approach Vol, veh/h		807			1969			2			248	
Approach Delay, s/veh		25.9			34.4			54.1			39.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.2	4.8	65.3		15.4	16.2	54.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 29	5.0	* 57		10.0	12.4	* 49				
Max Q Clear Time (g_c+I1), s		2.1	2.1	6.1		7.3	11.5	48.8				
Green Ext Time (p_c), s		0.0	0.0	2.9		0.2	0.1	0.4				

Intersection Summary		
HCM 6th Ctrl Delay	32.6	
HCM 6th LOS	C	

Notes

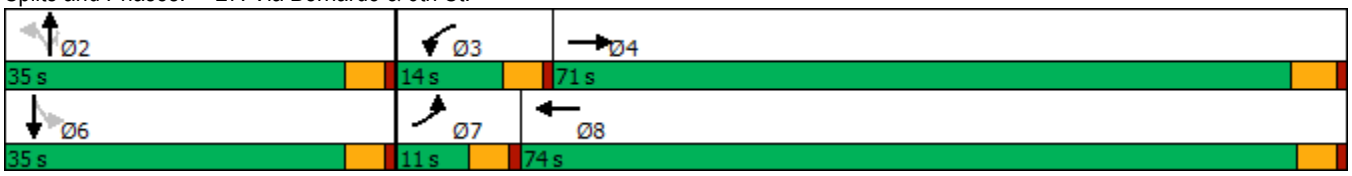
User approved volume balancing among the lanes for turning movement.

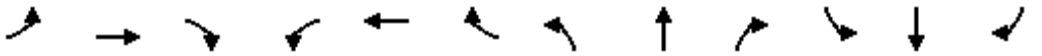
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	3	569	83	1787	204	0	115	
Future Volume (vph)	3	569	83	1787	204	0	115	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	11.0	71.0	14.0	74.0	35.0	35.0	35.0	35.0
Total Split (%)	9.2%	59.2%	11.7%	61.7%	29.2%	29.2%	29.2%	29%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.2	52.2	8.5	64.2		20.6	20.6	
Actuated g/C Ratio	0.05	0.54	0.09	0.67		0.21	0.21	
v/c Ratio	0.03	0.38	0.58	0.82		0.74	0.29	
Control Delay	51.7	13.3	61.9	17.3		51.9	8.0	
Queue Delay	0.0	0.0	0.0	1.3		0.0	0.0	
Total Delay	51.7	13.3	61.9	18.6		51.9	8.0	
LOS	D	B	E	B		D	A	
Approach Delay		13.5		20.5		36.1		
Approach LOS		B		C		D		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	569	84	83	1787	0	204	0	115	0	0	0
Future Volume (veh/h)	3	569	84	83	1787	0	204	0	115	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	618	89	90	1942	0	222	0	98	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1848	266	115	2324	0	343	0	296	0	350	0
Arrive On Green	0.00	0.59	0.59	0.06	0.65	0.00	0.19	0.00	0.19	0.00	0.00	0.00
Sat Flow, veh/h	1781	3114	448	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	3	352	355	90	1942	0	222	0	98	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.2	9.3	9.3	4.6	38.5	0.0	13.9	0.0	4.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	9.3	9.3	4.6	38.5	0.0	13.9	0.0	4.9	0.0	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	7	1055	1059	115	2324	0	343	0	296	0	350	0
V/C Ratio(X)	0.42	0.33	0.34	0.78	0.84	0.00	0.65	0.00	0.33	0.00	0.00	0.00
Avail Cap(c_a), veh/h	125	1268	1274	183	2668	0	543	0	520	0	614	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	9.5	9.5	42.5	12.2	0.0	36.2	0.0	32.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.2	0.2	4.3	2.2	0.0	2.1	0.0	0.6	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	3.3	3.3	2.1	13.5	0.0	4.9	0.0	1.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	9.7	9.7	46.9	14.4	0.0	38.2	0.0	33.2	0.0	0.0	0.0
LnGrp LOS	E	A	A	D	B	A	D	A	C	A	A	A
Approach Vol, veh/h		710			2032			320			0	
Approach Delay, s/veh		9.9			15.8			36.7			0.0	
Approach LOS		A			B			D				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.0	10.5	59.9		22.0	4.9	65.5				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 30	9.5	65.9		* 30	6.5	* 69				
Max Q Clear Time (g_c+I1), s		15.9	6.6	11.3		0.0	2.2	40.5				
Green Ext Time (p_c), s		1.3	0.0	4.9		0.0	0.0	19.9				

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	83	2	26	245	61	43	179	131	18	59	45
Future Vol, veh/h	23	83	2	26	245	61	43	179	131	18	59	45
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	90	2	28	266	66	47	195	142	20	64	49
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.8	14.1	15.3	10.5
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	12%	21%	10%	0%	15%
Vol Thru, %	51%	77%	90%	0%	48%
Vol Right, %	37%	2%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	353	108	271	61	122
LT Vol	43	23	26	0	18
Through Vol	179	83	245	0	59
RT Vol	131	2	0	61	45
Lane Flow Rate	384	117	295	66	133
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.57	0.201	0.509	0.101	0.214
Departure Headway (Hd)	5.352	6.179	6.218	5.459	5.799
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	671	578	577	654	615
Service Time	3.406	4.252	3.972	3.212	3.869
HCM Lane V/C Ratio	0.572	0.202	0.511	0.101	0.216
HCM Control Delay	15.3	10.8	15.3	8.8	10.5
HCM Lane LOS	C	B	C	A	B
HCM 95th-tile Q	3.6	0.7	2.9	0.3	0.8

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	249	781	154	18	20
Future Vol, veh/h	16	249	781	154	18	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	304	952	188	22	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1140	0	-	0	1390	1046
Stage 1	-	-	-	-	1046	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	613	-	-	-	157	277
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	613	-	-	-	151	277
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	28.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	613	-	-	-	199
HCM Lane V/C Ratio	0.032	-	-	-	0.233
HCM Control Delay (s)	11.1	0	-	-	28.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	393	47	52	728	62	95
Future Vol, veh/h	393	47	52	728	62	95
Conflicting Peds, #/hr	0	7	0	0	0	31
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	427	51	57	791	67	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	485	0	970	277
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	510	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1074	-	251	720
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1067	-	226	694
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	514	-

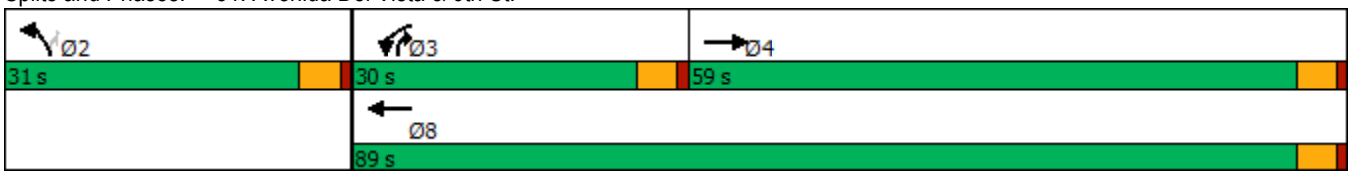
Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	21.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	382	-	-	1067	-
HCM Lane V/C Ratio	0.447	-	-	0.053	-
HCM Control Delay (s)	21.8	-	-	8.6	0.4
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.2	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	674	183	1586	234	247
Future Volume (vph)	674	183	1586	234	247
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	33.2	14.3	52.4	13.5	32.9
Actuated g/C Ratio	0.44	0.19	0.69	0.18	0.43
v/c Ratio	0.54	0.61	0.72	0.43	0.37
Control Delay	17.4	40.1	9.2	33.3	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	40.1	9.2	33.3	11.1
LOS	B	D	A	C	B
Approach Delay	17.4		12.4	21.9	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	674	63	183	1586	234	247
Future Volume (veh/h)	674	63	183	1586	234	247
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	749	70	203	1762	260	274
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1584	148	247	2429	655	521
Arrive On Green	0.48	0.48	0.14	0.68	0.19	0.19
Sat Flow, veh/h	3374	307	1781	3647	3456	1585
Grp Volume(v), veh/h	405	414	203	1762	260	274
Grp Sat Flow(s),veh/h/ln	1777	1811	1781	1777	1728	1585
Q Serve(g_s), s	11.3	11.4	8.2	23.1	4.9	10.4
Cycle Q Clear(g_c), s	11.3	11.4	8.2	23.1	4.9	10.4
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	858	874	247	2429	655	521
V/C Ratio(X)	0.47	0.47	0.82	0.73	0.40	0.53
Avail Cap(c_a), veh/h	1302	1326	610	4042	1226	782
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.9	12.9	31.0	7.4	26.3	20.2
Incr Delay (d2), s/veh	0.4	0.4	2.6	0.4	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.3	3.6	6.5	2.0	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	13.3	33.6	7.8	26.7	21.0
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	819			1965	534	
Approach Delay, s/veh	13.3			10.5	23.8	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		18.8	14.9	40.5		55.4
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		12.4	10.2	13.4		25.1
Green Ext Time (p_c), s		1.7	0.2	6.2		25.6

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	58.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	137	52	79	218	196	20	203	36	108	182	61
Future Vol, veh/h	93	137	52	79	218	196	20	203	36	108	182	61
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	171	65	99	273	245	25	254	45	135	228	76
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

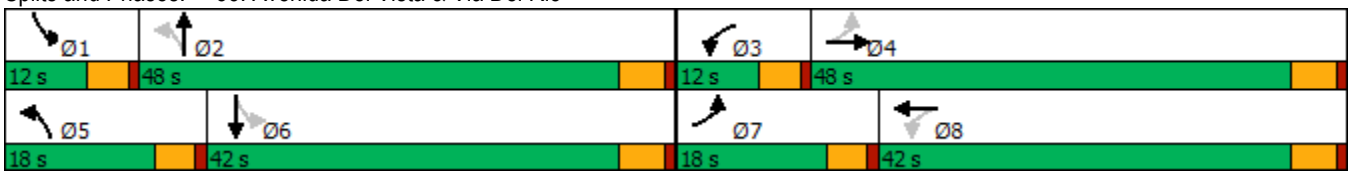
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	29.5	110.5	32	27.6
HCM LOS	D	F	D	D

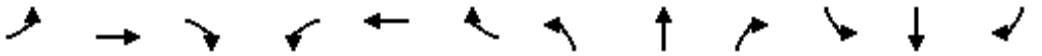
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	40%	0%	100%	0%	100%	0%
Vol Thru, %	0%	85%	60%	0%	0%	53%	0%	75%
Vol Right, %	0%	15%	0%	100%	0%	47%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	239	230	52	79	414	108	243
LT Vol	20	0	93	0	79	0	108	0
Through Vol	0	203	137	0	0	218	0	182
RT Vol	0	36	0	52	0	196	0	61
Lane Flow Rate	25	299	288	65	99	518	135	304
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.065	0.73	0.721	0.147	0.249	1.179	0.346	0.722
Departure Headway (Hd)	9.992	9.357	9.536	8.59	9.068	8.204	9.813	9.106
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	361	388	382	420	395	440	369	401
Service Time	7.692	7.057	7.236	6.29	6.848	5.983	7.513	6.806
HCM Lane V/C Ratio	0.069	0.771	0.754	0.155	0.251	1.177	0.366	0.758
HCM Control Delay	13.4	33.6	33.3	12.8	14.9	128.8	17.6	32.1
HCM Lane LOS	B	D	D	B	B	F	C	D
HCM 95th-tile Q	0.2	5.7	5.5	0.5	1	19.6	1.5	5.5

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	123	306	56	679	159	135	29	52
Future Volume (vph)	123	306	56	679	159	135	29	52
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	18.0	48.0	12.0	42.0	18.0	48.0	12.0	42.0
Total Split (%)	15.0%	40.0%	10.0%	35.0%	15.0%	40.0%	10.0%	35.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	38.7	30.5	31.0	24.4	30.8	24.5	20.9	14.5
Actuated g/C Ratio	0.48	0.38	0.39	0.31	0.39	0.31	0.26	0.18
v/c Ratio	0.41	0.27	0.14	0.73	0.53	0.39	0.09	0.73
Control Delay	16.0	18.6	12.9	29.9	24.5	25.5	19.0	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	18.6	12.9	29.9	24.5	25.5	19.0	23.0
LOS	B	B	B	C	C	C	B	C
Approach Delay		17.9		28.7		25.0		22.7
Approach LOS		B		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 71.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	306	31	56	679	40	159	135	64	29	52	259
Future Volume (veh/h)	123	306	31	56	679	40	159	135	64	29	52	259
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.93	0.99		0.99	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	333	29	61	738	41	173	147	56	32	57	194
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	1076	93	458	1027	57	376	366	139	398	81	276
Arrive On Green	0.08	0.33	0.33	0.05	0.30	0.30	0.10	0.28	0.28	0.03	0.22	0.22
Sat Flow, veh/h	1781	3306	286	1781	3407	189	1781	1287	490	1781	369	1257
Grp Volume(v), veh/h	134	178	184	61	385	394	173	0	203	32	0	251
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1819	1781	0	1777	1781	0	1626
Q Serve(g_s), s	3.2	4.8	4.9	1.5	12.3	12.3	4.5	0.0	5.9	0.9	0.0	9.1
Cycle Q Clear(g_c), s	3.2	4.8	4.9	1.5	12.3	12.3	4.5	0.0	5.9	0.9	0.0	9.1
Prop In Lane	1.00		0.16	1.00		0.10	1.00		0.28	1.00		0.77
Lane Grp Cap(c), veh/h	322	578	591	458	535	548	376	0	506	398	0	357
V/C Ratio(X)	0.42	0.31	0.31	0.13	0.72	0.72	0.46	0.00	0.40	0.08	0.00	0.70
Avail Cap(c_a), veh/h	561	1196	1222	572	1029	1053	574	0	1196	545	0	941
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	1.00
Uniform Delay (d), s/veh	14.8	16.1	16.1	13.9	19.9	19.9	16.3	0.0	18.4	18.1	0.0	23.0
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.0	1.8	1.8	0.3	0.0	0.5	0.0	0.0	2.5
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	1.2	1.8	1.9	0.5	4.8	4.9	1.7	0.0	2.3	0.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	16.4	16.4	13.9	21.7	21.6	16.6	0.0	18.9	18.2	0.0	25.5
LnGrp LOS	B	B	B	B	C	C	B	A	B	B	A	C
Approach Vol, veh/h		496			840			376			283	
Approach Delay, s/veh		16.1			21.1			17.9			24.7	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	23.2	7.9	25.8	10.9	19.1	9.4	24.3
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	7.4	42.9	7.4	42.9	13.4	36.9	13.4	36.9
Max Q Clear Time (g_c+I1), s	2.9	7.9	3.5	6.9	6.5	11.1	5.2	14.3
Green Ext Time (p_c), s	0.0	1.2	0.0	2.2	0.1	1.6	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	252	10	34	313	93	18	54	25	93	23	26
Future Vol, veh/h	29	252	10	34	313	93	18	54	25	93	23	26
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	274	11	37	340	101	20	59	27	101	25	28
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

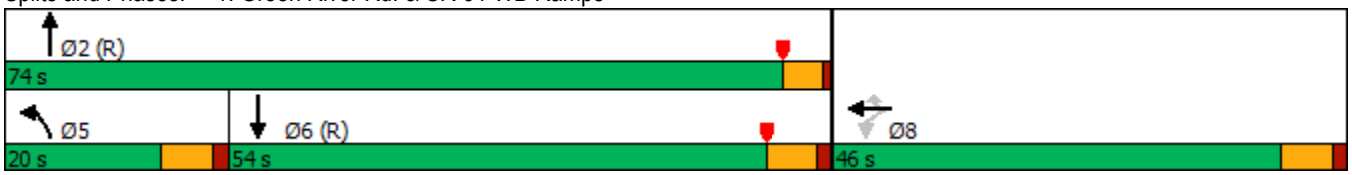
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	14.9	15.6	10.8	11.6
HCM LOS	B	C	B	B

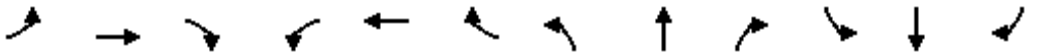
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	10%	0%	10%	0%	65%
Vol Thru, %	56%	90%	0%	90%	0%	16%
Vol Right, %	26%	0%	100%	0%	100%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	281	10	347	93	142
LT Vol	18	29	0	34	0	93
Through Vol	54	252	0	313	0	23
RT Vol	25	0	10	0	93	26
Lane Flow Rate	105	305	11	377	101	154
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.183	0.513	0.016	0.614	0.143	0.269
Departure Headway (Hd)	6.263	6.05	5.287	5.861	5.102	6.265
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	596	674	615	701	571
Service Time	4.337	3.803	3.04	3.608	2.849	4.331
HCM Lane V/C Ratio	0.185	0.512	0.016	0.613	0.144	0.27
HCM Control Delay	10.8	15.1	8.1	17.5	8.7	11.6
HCM Lane LOS	B	C	A	C	A	B
HCM 95th-tile Q	0.7	2.9	0	4.2	0.5	1.1

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	387	23	222	489	327	402
Future Volume (vph)	387	23	222	489	327	402
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	46.0	46.0	46.0	20.0	74.0	54.0
Total Split (%)	38.3%	38.3%	38.3%	16.7%	61.7%	45.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	23.2	23.2	23.2	17.7	86.2	61.1
Actuated g/C Ratio	0.19	0.19	0.19	0.15	0.72	0.51
v/c Ratio	0.69	0.68	0.48	0.72	0.27	0.34
Control Delay	55.1	54.7	7.8	53.9	5.7	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	54.7	7.8	53.9	5.7	18.0
LOS	E	D	A	D	A	B
Approach Delay		38.4			34.6	18.0
Approach LOS		D			C	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	387	23	222	489	327	0	0	402	153
Future Volume (veh/h)	0	0	0	387	23	222	489	327	0	0	402	153
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				439	0	138	532	355	0	0	437	96
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				545	0	243	586	1397	0	0	1683	367
Arrive On Green				0.15	0.00	0.15	0.19	1.00	0.00	0.00	0.58	0.58
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2994	632
Grp Volume(v), veh/h				439	0	138	532	355	0	0	266	267
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1757
Q Serve(g_s), s				14.3	0.0	9.7	12.4	0.0	0.0	0.0	8.9	9.0
Cycle Q Clear(g_c), s				14.3	0.0	9.7	12.4	0.0	0.0	0.0	8.9	9.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				545	0	243	586	1397	0	0	1031	1019
V/C Ratio(X)				0.81	0.00	0.57	0.91	0.25	0.00	0.00	0.26	0.26
Avail Cap(c_a), veh/h				1188	0	528	586	1397	0	0	1031	1019
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.85	0.85	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.1	0.0	47.1	47.7	0.0	0.0	0.0	12.4	12.5
Incr Delay (d2), s/veh				2.9	0.0	2.1	15.5	0.4	0.0	0.0	0.6	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
%ile BackOfQ(50%),veh/ln				6.6	0.0	4.0	5.6	0.1	0.0	0.0	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				51.9	0.0	49.2	63.2	0.4	0.0	0.0	13.0	13.1
LnGrp LOS				D	A	D	E	A	A	A	B	B
Approach Vol, veh/h					577			887			533	
Approach Delay, s/veh					51.3			38.1			13.1	
Approach LOS					D			D			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	95.6		20.0	75.6		24.4						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 69		14.0	48.0		40.0						
Max Q Clear Time (g_c+I1), s	2.0		14.4	11.0		16.3						
Green Ext Time (p_c), s	2.4		0.0	3.6		2.1						

Intersection Summary		
HCM 6th Ctrl Delay	35.2	
HCM 6th LOS	D	

Notes

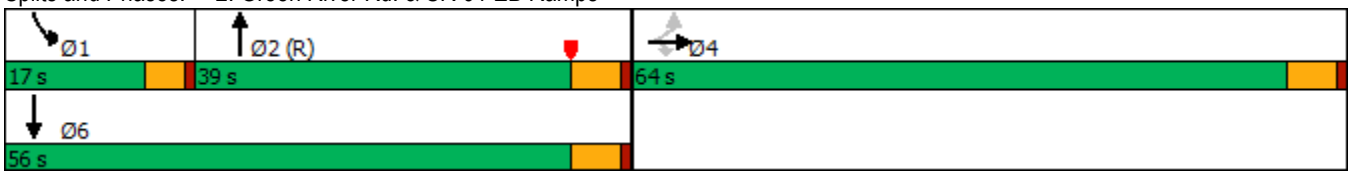
User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	4	1678	624	189	600
Future Volume (vph)	4	1678	624	189	600
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	64.0	64.0	39.0	17.0	56.0
Total Split (%)	53.3%	53.3%	32.5%	14.2%	46.7%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	Max
Act Effct Green (s)	58.5	58.5	33.5	12.5	50.5
Actuated g/C Ratio	0.49	0.49	0.28	0.10	0.42
v/c Ratio	0.23	1.12	0.50	1.04	0.41
Control Delay	18.6	91.0	36.7	128.5	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	91.0	36.7	128.5	30.4
LOS	B	F	D	F	C
Approach Delay	83.4		36.7		53.9
Approach LOS	F		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 66.7	Intersection LOS: E
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	4	1678	0	0	0	0	624	80	189	600	0
Future Volume (veh/h)	191	4	1678	0	0	0	0	624	80	189	600	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	193	4	1235				0	630	54	191	606	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	817	17	1305				0	1432	122	186	1565	0
Arrive On Green	0.47	0.47	0.47				0.00	0.30	0.30	0.10	0.44	0.00
Sat Flow, veh/h	1747	36	2790				0	4962	408	1781	3647	0
Grp Volume(v), veh/h	197	0	1235				0	446	238	191	606	0
Grp Sat Flow(s),veh/h/ln	1783	0	1395				0	1702	1797	1781	1777	0
Q Serve(g_s), s	7.9	0.0	50.7				0.0	12.7	12.8	12.5	13.8	0.0
Cycle Q Clear(g_c), s	7.9	0.0	50.7				0.0	12.7	12.8	12.5	13.8	0.0
Prop In Lane	0.98		1.00				0.00		0.23	1.00		0.00
Lane Grp Cap(c), veh/h	834	0	1305				0	1017	537	186	1565	0
V/C Ratio(X)	0.24	0.00	0.95				0.00	0.44	0.44	1.03	0.39	0.00
Avail Cap(c_a), veh/h	869	0	1360				0	1017	537	186	1565	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	0.90	0.90	0.00
Uniform Delay (d), s/veh	19.1	0.0	30.5				0.0	33.9	34.0	53.8	22.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	13.4				0.0	1.4	2.6	70.5	0.7	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	3.3	0.0	18.9				0.0	5.5	6.0	9.2	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	43.9				0.0	35.3	36.6	124.3	23.3	0.0
LnGrp LOS	B	A	D				A	D	D	F	C	A
Approach Vol, veh/h		1432						684			797	
Approach Delay, s/veh		40.5						35.8			47.5	
Approach LOS		D						D			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.0	41.4		61.6		58.4
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	12.5	33.5		58.5		50.5
Max Q Clear Time (g_c+I1), s	14.5	14.8		52.7		15.8
Green Ext Time (p_c), s	0.0	4.3		3.4		4.7

Intersection Summary			
HCM 6th Ctrl Delay			41.3
HCM 6th LOS			D

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	16	123	470	179	1798
Future Volume (vph)	16	123	470	179	1798
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	34.0	34.0	76.0	10.0	86.0
Total Split (%)	28.3%	28.3%	63.3%	8.3%	71.7%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	13.3	13.3	25.7	6.1	39.1
Actuated g/C Ratio	0.23	0.23	0.44	0.11	0.68
v/c Ratio	0.04	0.28	0.24	0.99	0.54
Control Delay	22.6	7.0	10.7	102.4	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	7.0	10.7	102.4	8.2
LOS	C	A	B	F	A
Approach Delay	8.8		10.7		16.7
Approach LOS	A		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	123	470	45	179	1798
Future Volume (veh/h)	16	123	470	45	179	1798
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	99	485	42	185	1854
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	263	234	2221	190	170	3270
Arrive On Green	0.15	0.15	0.46	0.46	0.10	0.64
Sat Flow, veh/h	1781	1585	4959	410	1781	5274
Grp Volume(v), veh/h	16	99	343	184	185	1854
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1797	1781	1702
Q Serve(g_s), s	0.4	3.2	3.4	3.5	5.4	11.6
Cycle Q Clear(g_c), s	0.4	3.2	3.4	3.5	5.4	11.6
Prop In Lane	1.00	1.00		0.23	1.00	
Lane Grp Cap(c), veh/h	263	234	1579	833	170	3270
V/C Ratio(X)	0.06	0.42	0.22	0.22	1.09	0.57
Avail Cap(c_a), veh/h	875	778	4221	2228	170	7233
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	20.7	21.9	9.1	9.1	25.6	5.7
Incr Delay (d2), s/veh	0.1	1.2	0.1	0.1	94.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	0.9	1.0	6.5	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	23.1	9.1	9.2	120.4	5.9
LnGrp LOS	C	C	A	A	F	A
Approach Vol, veh/h	115		527			2039
Approach Delay, s/veh	22.8		9.1			16.3
Approach LOS	C		A			B

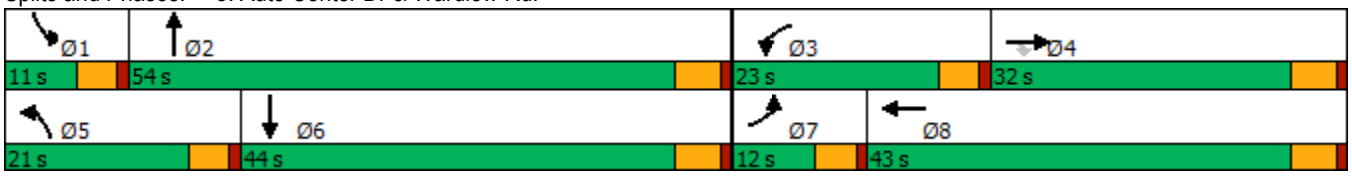
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	32.1			42.1	14.6
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	5.4	70.2			80.2	27.8
Max Q Clear Time (g_c+I1), s	7.4	5.5			13.6	5.2
Green Ext Time (p_c), s	0.0	3.3			22.6	0.3

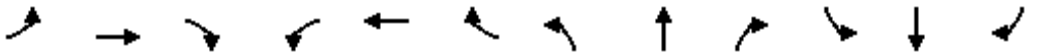
Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	33	13	170	167	3	169	615	15	987
Future Volume (vph)	33	13	170	167	3	169	615	15	987
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	12.0	32.0	32.0	23.0	43.0	21.0	54.0	11.0	44.0
Total Split (%)	10.0%	26.7%	26.7%	19.2%	35.8%	17.5%	45.0%	9.2%	36.7%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.2	12.5	12.5	14.0	24.7	13.9	52.9	5.6	38.2
Actuated g/C Ratio	0.06	0.13	0.13	0.14	0.25	0.14	0.54	0.06	0.39
v/c Ratio	0.32	0.06	0.51	0.73	0.05	0.74	0.39	0.16	0.82
Control Delay	55.8	39.9	11.2	58.7	14.6	60.1	16.0	52.6	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Delay	55.8	39.9	11.2	58.7	14.6	60.1	19.0	52.6	34.5
LOS	E	D	B	E	B	E	B	D	C
Approach Delay		19.7			53.8		27.3		34.7
Approach LOS		B			D		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 32.2	Intersection LOS: C
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	13	170	167	3	18	169	615	56	15	987	46
Future Volume (veh/h)	33	13	170	167	3	18	169	615	56	15	987	46
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	14	125	182	3	12	184	668	54	16	1073	47
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	232	196	222	70	280	223	1627	131	33	1325	58
Arrive On Green	0.03	0.12	0.12	0.12	0.21	0.21	0.13	0.49	0.49	0.02	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	327	1308	1781	3330	269	1781	3468	152
Grp Volume(v), veh/h	36	14	125	182	0	15	184	356	366	16	550	570
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1635	1781	1777	1822	1781	1777	1843
Q Serve(g_s), s	1.6	0.5	6.0	7.9	0.0	0.6	8.0	10.2	10.2	0.7	22.0	22.0
Cycle Q Clear(g_c), s	1.6	0.5	6.0	7.9	0.0	0.6	8.0	10.2	10.2	0.7	22.0	22.0
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.15	1.00		0.08
Lane Grp Cap(c), veh/h	61	232	196	222	0	350	223	868	890	33	679	704
V/C Ratio(X)	0.59	0.06	0.64	0.82	0.00	0.04	0.82	0.41	0.41	0.48	0.81	0.81
Avail Cap(c_a), veh/h	166	633	537	413	0	780	368	1094	1121	143	870	902
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	30.7	33.1	33.9	0.0	24.8	33.9	13.0	13.0	38.6	22.0	22.0
Incr Delay (d2), s/veh	3.3	0.1	3.4	2.9	0.0	0.0	2.9	0.3	0.3	3.9	4.5	4.4
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	2.4	3.5	0.0	0.2	3.5	3.7	3.8	0.3	9.3	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	30.8	36.5	36.8	0.0	24.8	36.8	13.3	13.3	42.5	26.5	26.4
LnGrp LOS	D	C	D	D	A	C	D	B	B	D	C	C
Approach Vol, veh/h		175			197			906			1136	
Approach Delay, s/veh		37.0			35.9			18.1			26.7	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	43.9	14.5	14.9	14.6	35.5	7.3	22.1
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	6.4	48.9	18.4	26.9	16.4	38.9	7.4	37.9
Max Q Clear Time (g_c+I1), s	2.7	12.2	9.9	8.0	10.0	24.0	3.6	2.6
Green Ext Time (p_c), s	0.0	4.9	0.2	0.4	0.1	6.3	0.0	0.0

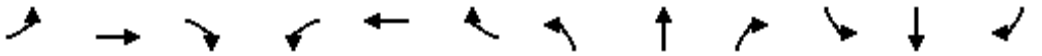
Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	481	0	105	213	735	725
Future Volume (vph)	481	0	105	213	735	725
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	21.2	21.2	21.2	20.0	58.8	38.8
Total Split (%)	26.5%	26.5%	26.5%	25.0%	73.5%	48.5%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	14.7	14.7	14.7	14.0	55.1	36.5
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.69	0.46
v/c Ratio	0.84	0.85	0.30	0.75	0.33	0.96
Control Delay	56.5	57.0	8.2	50.9	3.4	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	43.2
Total Delay	56.5	57.0	8.2	50.9	3.4	82.7
LOS	E	E	A	D	A	F
Approach Delay		48.1			14.1	82.7
Approach LOS		D			B	F

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 52.8	Intersection LOS: D
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	481	0	105	213	735	0	0	725	599
Future Volume (veh/h)	0	0	0	481	0	105	213	735	0	0	725	599
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				523	0	73	232	799	0	0	788	548
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				614	0	273	267	2489	0	0	994	680
Arrive On Green				0.17	0.00	0.17	0.30	1.00	0.00	0.00	0.49	0.49
Sat Flow, veh/h				3563	0	1585	1781	3647	0	0	2111	1380
Grp Volume(v), veh/h				523	0	73	232	799	0	0	692	644
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1621
Q Serve(g_s), s				11.4	0.0	3.2	9.9	0.0	0.0	0.0	25.9	26.7
Cycle Q Clear(g_c), s				11.4	0.0	3.2	9.9	0.0	0.0	0.0	25.9	26.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.85
Lane Grp Cap(c), veh/h				614	0	273	267	2489	0	0	875	799
V/C Ratio(X)				0.85	0.00	0.27	0.87	0.32	0.00	0.00	0.79	0.81
Avail Cap(c_a), veh/h				708	0	315	343	2489	0	0	875	799
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.77	0.77	0.00	0.00	0.55	0.55
Uniform Delay (d), s/veh				32.1	0.0	28.7	27.2	0.0	0.0	0.0	16.9	17.1
Incr Delay (d2), s/veh				7.9	0.0	0.2	13.6	0.3	0.0	0.0	4.1	4.9
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				5.2	0.0	1.1	4.4	0.1	0.0	0.0	10.2	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.0	0.0	28.9	40.9	0.3	0.0	0.0	21.0	21.9
LnGrp LOS				D	A	C	D	A	A	A	C	C
Approach Vol, veh/h					596			1031			1336	
Approach Delay, s/veh					38.6			9.4			21.4	
Approach LOS					D			A			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	60.9		16.6	44.3		19.1						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	53.9		15.4	33.9		15.9						
Max Q Clear Time (g_c+I1), s	2.0		11.9	28.7		13.4						
Green Ext Time (p_c), s	4.0		0.2	2.9		0.4						

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

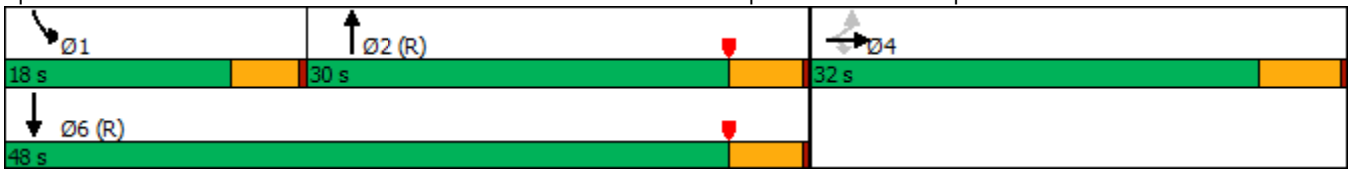
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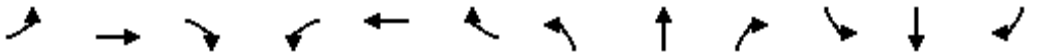
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	491	72	1021	457	370	836
Future Volume (vph)	491	72	1021	457	370	836
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	32.0	32.0	32.0	30.0	18.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	37.5%	22.5%	60.0%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	26.7	26.7	26.7	25.1	13.4	43.1
Actuated g/C Ratio	0.33	0.33	0.33	0.31	0.17	0.54
v/c Ratio	0.54	0.54	1.83	0.61	1.36	0.48
Control Delay	26.1	26.0	402.0	16.5	195.5	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	26.0	402.0	16.5	195.5	16.9
LOS	C	C	F	B	F	B
Approach Delay		268.4		16.5		71.7
Approach LOS		F		B		E

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.83	
Intersection Signal Delay: 140.5	Intersection LOS: F
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	491	72	1021	0	0	0	0	457	508	370	836	0
Future Volume (veh/h)	491	72	1021	0	0	0	0	457	508	370	836	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	590	0	583				0	497	405	402	909	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1189	0	529				0	1068	490	298	1915	0
Arrive On Green	0.33	0.00	0.33				0.00	0.31	0.31	0.34	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1562	1781	3647	0
Grp Volume(v), veh/h	590	0	583				0	497	405	402	909	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1562	1781	1777	0
Q Serve(g_s), s	10.6	0.0	26.7				0.0	9.4	19.2	13.4	0.0	0.0
Cycle Q Clear(g_c), s	10.6	0.0	26.7				0.0	9.4	19.2	13.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1189	0	529				0	1068	490	298	1915	0
V/C Ratio(X)	0.50	0.00	1.10				0.00	0.47	0.83	1.35	0.47	0.00
Avail Cap(c_a), veh/h	1189	0	529				0	1068	490	298	1915	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.77	0.77	0.22	0.22	0.00
Uniform Delay (d), s/veh	21.3	0.0	26.6				0.0	22.1	25.4	26.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	70.0				0.0	1.1	11.7	161.3	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	4.2	0.0	19.7				0.0	3.7	8.2	17.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	0.0	96.7				0.0	23.2	37.2	187.9	0.2	0.0
LnGrp LOS	C	A	F				A	C	D	F	A	A
Approach Vol, veh/h		1173						902			1311	
Approach Delay, s/veh		58.8						29.5			57.7	
Approach LOS		E						C			E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.0	30.0		32.0		48.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	13.4	25.1		26.7		43.1
Max Q Clear Time (g_c+I1), s	15.4	21.2		28.7		2.0
Green Ext Time (p_c), s	0.0	1.6		0.0		4.7

Intersection Summary		
HCM 6th Ctrl Delay		50.6
HCM 6th LOS		D

Notes

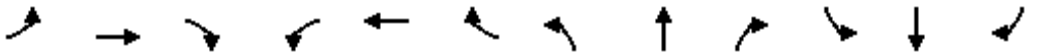
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	164	47	137	20	46	728	322	1442
Future Volume (vph)	164	47	137	20	46	728	322	1442
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	17.9	17.9	17.9	17.9	7.3	39.8	13.5	51.5
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.08	0.46	0.16	0.60
v/c Ratio	0.64	0.30	0.56	0.24	0.32	0.59	0.62	0.77
Control Delay	46.0	19.5	42.7	13.2	49.3	19.0	42.6	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	3.1	0.0	0.6
Total Delay	46.0	19.5	42.7	13.2	49.4	22.1	42.6	19.2
LOS	D	B	D	B	D	C	D	B
Approach Delay		35.1		30.9		23.4		23.2
Approach LOS		D		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	47	67	137	20	72	46	728	173	322	1442	93
Future Volume (veh/h)	164	47	67	137	20	72	46	728	173	322	1442	93
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	49	61	143	21	59	48	758	177	335	1502	97
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	158	196	291	89	251	75	1359	317	435	1899	122
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.48	0.48	0.13	0.56	0.56
Sat Flow, veh/h	1319	757	942	1282	429	1204	1781	2851	666	3456	3385	217
Grp Volume(v), veh/h	171	0	110	143	0	80	48	472	463	335	785	814
Grp Sat Flow(s),veh/h/ln	1319	0	1699	1282	0	1633	1781	1777	1739	1728	1777	1826
Q Serve(g_s), s	9.5	0.0	4.2	8.1	0.0	3.1	2.0	14.4	14.4	7.2	26.5	26.9
Cycle Q Clear(g_c), s	12.6	0.0	4.2	12.3	0.0	3.1	2.0	14.4	14.4	7.2	26.5	26.9
Prop In Lane	1.00		0.55	1.00		0.74	1.00		0.38	1.00		0.12
Lane Grp Cap(c), veh/h	315	0	354	291	0	340	75	847	830	435	997	1024
V/C Ratio(X)	0.54	0.00	0.31	0.49	0.00	0.24	0.64	0.56	0.56	0.77	0.79	0.80
Avail Cap(c_a), veh/h	686	0	832	652	0	799	290	1163	1139	834	1303	1339
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	25.5	30.7	0.0	25.1	36.0	14.2	14.2	32.2	13.2	13.3
Incr Delay (d2), s/veh	1.5	0.0	0.5	1.3	0.0	0.4	3.4	0.6	0.6	1.1	2.5	2.6
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	3.1	0.0	1.7	2.6	0.0	1.2	0.9	5.3	5.1	2.9	9.4	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.0	26.0	32.0	0.0	25.5	39.4	14.8	14.8	33.3	15.6	15.8
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		281			223			983			1934	
Approach Delay, s/veh		29.5			29.7			16.0			18.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	41.4		20.6	7.8	47.9		20.6				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	18.4	49.9		* 37	12.4	55.9		* 37				
Max Q Clear Time (g_c+I1), s	9.2	16.4		14.6	4.0	28.9		14.3				
Green Ext Time (p_c), s	0.5	6.9		1.2	0.0	13.8		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		19.6	
HCM 6th LOS		B	

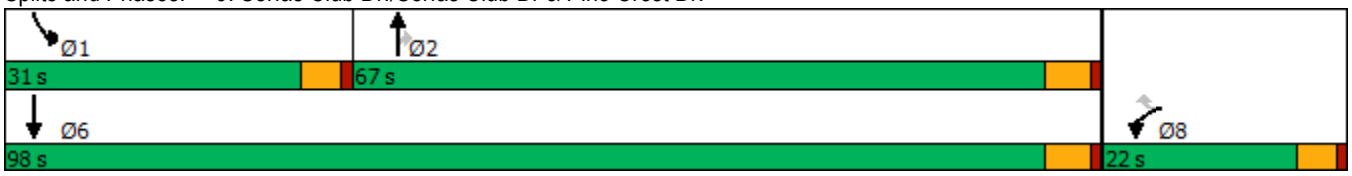
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	31	916	38	145	1502
Future Volume (vph)	54	31	916	38	145	1502
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	6.8	6.8	26.8	26.8	9.9	42.8
Actuated g/C Ratio	0.12	0.12	0.48	0.48	0.18	0.77
v/c Ratio	0.26	0.15	0.56	0.05	0.47	0.57
Control Delay	28.7	12.9	13.2	4.9	27.9	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.3
Total Delay	28.7	12.9	13.2	4.9	28.0	5.2
LOS	C	B	B	A	C	A
Approach Delay	22.9		12.8			7.2
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 55.8	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	54	31	916	38	145	1502
Future Volume (veh/h)	54	31	916	38	145	1502
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	32	944	38	149	1548
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	132	117	1773	774	195	2525
Arrive On Green	0.07	0.07	0.50	0.50	0.11	0.71
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	56	32	944	38	149	1548
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	1.4	0.9	8.2	0.6	3.7	10.1
Cycle Q Clear(g_c), s	1.4	0.9	8.2	0.6	3.7	10.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	132	117	1773	774	195	2525
V/C Ratio(X)	0.42	0.27	0.53	0.05	0.76	0.61
Avail Cap(c_a), veh/h	688	612	4884	2132	1044	7330
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	19.9	19.7	7.7	5.8	19.5	3.3
Incr Delay (d2), s/veh	0.8	0.5	0.2	0.0	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	2.1	0.1	1.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	20.2	8.0	5.8	21.8	3.6
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	88		982			1697
Approach Delay, s/veh	20.5		7.9			5.2
Approach LOS	C		A			A

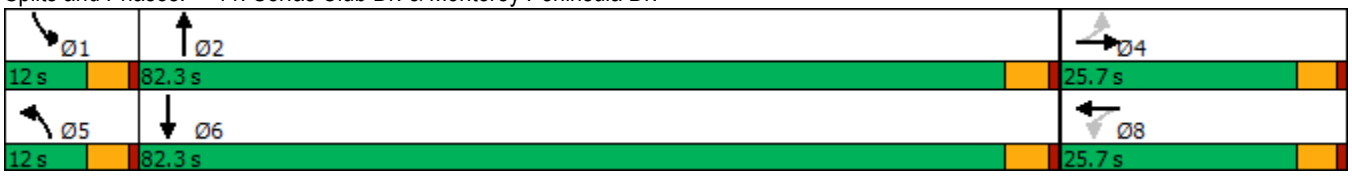
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.5	27.6			37.1	7.9
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9			92.9	17.4
Max Q Clear Time (g_c+I1), s	5.7	10.2			12.1	3.4
Green Ext Time (p_c), s	0.2	8.4			19.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	84	0	3	0	21	837	88	1359
Future Volume (vph)	84	0	3	0	21	837	88	1359
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	25.7	25.7	25.7	25.7	12.0	82.3	12.0	82.3
Total Split (%)	21.4%	21.4%	21.4%	21.4%	10.0%	68.6%	10.0%	68.6%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		12.3		12.3	6.0	72.8	7.5	80.6
Actuated g/C Ratio		0.11		0.11	0.06	0.68	0.07	0.75
v/c Ratio		0.48		0.16	0.22	0.36	0.75	1.10
Control Delay		28.0		5.5	55.5	8.1	84.1	73.5
Queue Delay		0.0		0.0	0.0	0.2	0.0	0.1
Total Delay		28.0		5.5	55.5	8.3	84.1	73.7
LOS		C		A	E	A	F	E
Approach Delay		28.0		5.5		9.5		74.3
Approach LOS		C		A		A		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 49.6	Intersection LOS: D
Intersection Capacity Utilization 98.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	15	3	0	33	21	837	2	88	1359	108
Future Volume (veh/h)	84	0	15	3	0	33	21	837	2	88	1359	108
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	0	5	3	0	24	22	872	2	92	1416	107
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1	7	45	10	133	40	2557	6	116	1281	97
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	0.02	0.70	0.70	0.07	0.75	0.75
Sat Flow, veh/h	1370	13	79	66	112	1421	1781	3637	8	1781	1717	130
Grp Volume(v), veh/h	93	0	0	27	0	0	22	426	448	92	0	1523
Grp Sat Flow(s),veh/h/ln	1461	0	0	1599	0	0	1781	1777	1869	1781	0	1847
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	0.0	1.3	9.7	9.7	5.3	0.0	77.2
Cycle Q Clear(g_c), s	6.2	0.0	0.0	1.6	0.0	0.0	1.3	9.7	9.7	5.3	0.0	77.2
Prop In Lane	0.95		0.05	0.11		0.89	1.00		0.00	1.00		0.07
Lane Grp Cap(c), veh/h	204	0	0	188	0	0	40	1249	1314	116	0	1377
V/C Ratio(X)	0.46	0.00	0.00	0.14	0.00	0.00	0.55	0.34	0.34	0.79	0.00	1.11
Avail Cap(c_a), veh/h	358	0	0	361	0	0	127	1325	1394	127	0	1377
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	0.0	43.3	0.0	0.0	50.1	6.0	6.0	47.7	0.0	13.2
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.3	0.0	0.0	4.2	0.2	0.2	23.1	0.0	58.7
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	2.4	0.0	0.0	0.7	0.0	0.0	0.6	3.1	3.3	3.1	0.0	45.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	0.0	43.6	0.0	0.0	54.3	6.2	6.2	70.8	0.0	71.8
LnGrp LOS	D	A	A	D	A	A	D	A	A	E	A	F
Approach Vol, veh/h		93			27			896			1615	
Approach Delay, s/veh		46.8			43.6			7.3			71.8	
Approach LOS		D			D			A			E	

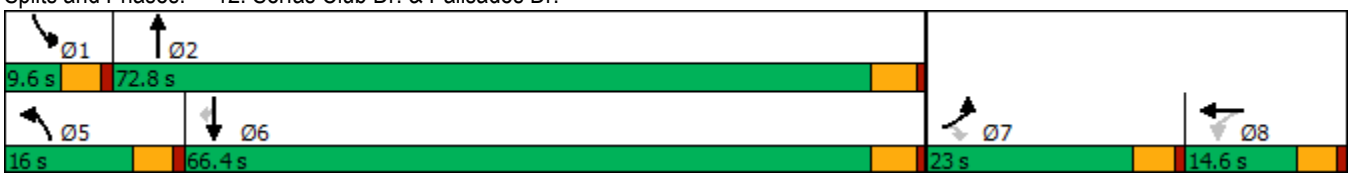
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	77.9		14.3	6.9	82.3		14.3				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	7.4	77.2		21.1	7.4	77.2		21.1				
Max Q Clear Time (g_c+I1), s	7.3	11.7		8.2	3.3	79.2		3.6				
Green Ext Time (p_c), s	0.0	6.4		0.3	0.0	0.0		0.1				

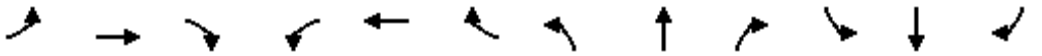
Intersection Summary			
HCM 6th Ctrl Delay		48.7	
HCM 6th LOS		D	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	361	54	10	499	1260	117		
Future Volume (vph)	361	54	10	499	1260	117		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	23.0	23.0	16.0	72.8	66.4	66.4	9.6	14.6
Total Split (%)	19.2%	19.2%	13.3%	60.7%	55.3%	55.3%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	14.5	14.5	5.3	63.5	61.6	61.6		
Actuated g/C Ratio	0.17	0.17	0.06	0.72	0.70	0.70		
v/c Ratio	0.66	0.15	0.09	0.20	1.00	0.11		
Control Delay	40.9	0.8	43.6	4.3	41.8	1.2		
Queue Delay	0.0	0.0	0.0	0.0	34.9	0.0		
Total Delay	40.9	0.8	43.6	4.3	76.8	1.2		
LOS	D	A	D	A	E	A		
Approach Delay				5.1	70.4			
Approach LOS				A	E			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 49.7	Intersection LOS: D
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	0	54	0	0	0	10	499	0	0	1260	117
Future Volume (veh/h)	361	0	54	0	0	0	10	499	0	0	1260	117
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	376	0	44	0	0	0	10	520	0	0	1312	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	0	0	0	2	0	22	2681	0	2	1291	1070
Arrive On Green	0.14	0.00	0.00	0.00	0.00	0.00	0.01	0.75	0.00	0.00	0.69	0.69
Sat Flow, veh/h	3456	376		0	-86037	0	1781	3647	0	1781	1870	1550
Grp Volume(v), veh/h	376	40.8		0	0	0	10	520	0	0	1312	110
Grp Sat Flow(s),veh/h/ln	1728	D		0	1870	0	1781	1777	0	1781	1870	1550
Q Serve(g_s), s	9.4			0.0	0.0	0.0	0.5	3.7	0.0	0.0	61.3	2.1
Cycle Q Clear(g_c), s	9.4			0.0	0.0	0.0	0.5	3.7	0.0	0.0	61.3	2.1
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	472			0	2	0	22	2681	0	2	1291	1070
V/C Ratio(X)	0.80			0.00	0.00	0.00	0.46	0.19	0.00	0.00	1.02	0.10
Avail Cap(c_a), veh/h	716			0	211	0	229	2709	0	100	1291	1070
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.2			0.0	0.0	0.0	43.6	3.1	0.0	0.0	13.8	4.6
Incr Delay (d2), s/veh	3.7			0.0	0.0	0.0	5.4	0.0	0.0	0.0	29.2	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	0.0
%ile BackOfQ(50%),veh/ln	3.9			0.0	0.0	0.0	0.2	0.9	0.0	0.0	29.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8			0.0	0.0	0.0	49.0	3.2	0.0	0.0	42.9	4.6
LnGrp LOS	D			A	A	A	D	A	A	A	F	A
Approach Vol, veh/h					0			530			1422	
Approach Delay, s/veh					0.0			4.0			40.0	
Approach LOS								A			D	

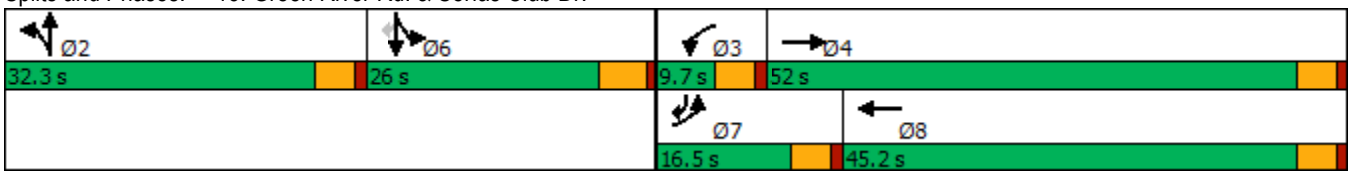
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	72.1			5.7	66.4	16.7	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	67.7			11.4	61.3	18.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	5.7			2.5	63.3	11.4	0.0				
Green Ext Time (p_c), s	0.0	3.8			0.0	0.0	0.8	0.0				

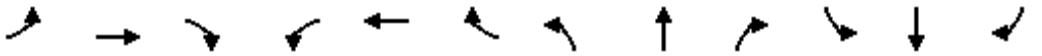
Intersection Summary			
HCM 6th Ctrl Delay		31.9	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	290	1949	25	862	25	795	62	360
Future Volume (vph)	290	1949	25	862	25	795	62	360
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	16.5	52.0	9.7	45.2	32.3	26.0	26.0	16.5
Total Split (%)	13.8%	43.3%	8.1%	37.7%	26.9%	21.7%	21.7%	13.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.6	50.1	5.2	39.3	12.9	21.2	21.2	38.1
Actuated g/C Ratio	0.12	0.50	0.05	0.39	0.13	0.21	0.21	0.38
v/c Ratio	0.76	1.15	0.29	0.84	0.25	1.25	1.24	0.45
Control Delay	58.5	102.8	58.9	35.2	33.9	171.7	165.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	102.8	58.9	35.2	33.9	171.7	165.1	4.8
LOS	E	F	E	D	C	F	F	A
Approach Delay		97.1		35.8	33.9		120.0	
Approach LOS		F		D	C		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 87.5	Intersection LOS: F
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1949	18	25	862	234	16	25	17	795	62	360
Future Volume (veh/h)	290	1949	18	25	862	234	16	25	17	795	62	360
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	299	2009	17	26	889	215	16	26	12	866	0	240
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	1752	15	46	1147	277	41	67	31	760	0	507
Arrive On Green	0.11	0.49	0.49	0.03	0.40	0.40	0.08	0.08	0.08	0.21	0.00	0.21
Sat Flow, veh/h	3456	3611	31	1781	2834	685	525	854	394	3563	0	1585
Grp Volume(v), veh/h	299	987	1039	26	557	547	54	0	0	866	0	240
Grp Sat Flow(s),veh/h/ln	1728	1777	1865	1781	1777	1742	1773	0	0	1781	0	1585
Q Serve(g_s), s	8.3	47.3	47.3	1.4	26.5	26.6	2.8	0.0	0.0	20.8	0.0	11.8
Cycle Q Clear(g_c), s	8.3	47.3	47.3	1.4	26.5	26.6	2.8	0.0	0.0	20.8	0.0	11.8
Prop In Lane	1.00		0.02	1.00		0.39	0.30		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	367	862	905	46	719	705	140	0	0	760	0	507
V/C Ratio(X)	0.81	1.15	1.15	0.56	0.77	0.78	0.39	0.00	0.00	1.14	0.00	0.47
Avail Cap(c_a), veh/h	422	862	905	93	738	723	502	0	0	760	0	507
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	1.00
Uniform Delay (d), s/veh	42.6	25.1	25.1	46.9	25.2	25.2	42.7	0.0	0.0	38.4	0.0	26.6
Incr Delay (d2), s/veh	9.0	79.0	79.7	4.0	5.1	5.2	0.6	0.0	0.0	78.3	0.0	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	3.9	37.4	39.5	0.7	11.8	11.6	1.3	0.0	0.0	17.1	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	104.1	104.9	50.9	30.2	30.4	43.3	0.0	0.0	116.7	0.0	27.3
LnGrp LOS	D	F	F	D	C	C	D	A	A	F	A	C
Approach Vol, veh/h		2325			1130			54			1106	
Approach Delay, s/veh		97.7			30.8			43.3			97.3	
Approach LOS		F			C			D			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.4	7.1	52.0		26.0	15.0	44.2				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 47		20.8	11.9	* 41				
Max Q Clear Time (g_c+I1), s		4.8	3.4	49.3		22.8	10.3	28.6				
Green Ext Time (p_c), s		0.1	0.0	0.0		0.0	0.1	5.8				

Intersection Summary		
HCM 6th Ctrl Delay		80.6
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	174	82	3	3	3
Future Vol, veh/h	8	174	82	3	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	9	189	89	3	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	298	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	207	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1503	-	-	-	693	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	688	967
Mov Cap-2 Maneuver	-	-	-	-	688	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	828	-

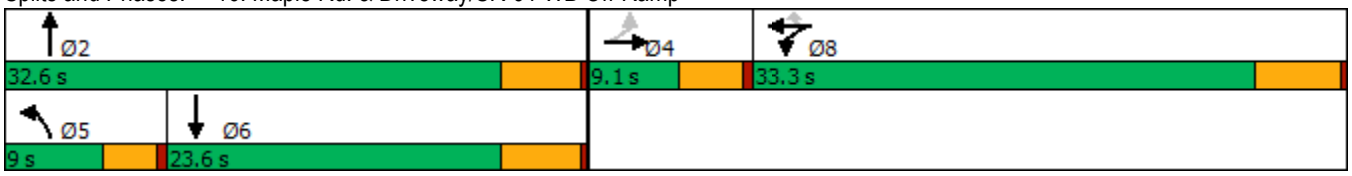
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	804
HCM Lane V/C Ratio	0.006	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	2	0	316	0	142	363	815	
Future Volume (vph)	2	0	316	0	142	363	815	
Turn Type	Perm	NA	Split	NA	Perm	NA	NA	
Protected Phases		4	8	8		2	6	5
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	2	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)	9.1	9.1	33.3	33.3	33.3	29.9	9.9	8.5
Total Split (s)	9.1	9.1	33.3	33.3	33.3	32.6	23.6	9.0
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	43.5%	31.5%	12%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	4.4	4.4	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.1	5.3	5.3	5.3	4.9	4.9	
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None
Act Effct Green (s)		5.2	11.3	11.3	11.3	28.8	28.8	
Actuated g/C Ratio		0.10	0.22	0.22	0.22	0.55	0.55	
v/c Ratio		0.04	0.47	0.47	0.33	0.20	0.45	
Control Delay		0.2	21.6	21.6	5.5	8.6	10.3	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		0.2	21.6	21.6	5.5	8.6	10.3	
LOS		A	C	C	A	A	B	
Approach Delay		0.3		16.6		8.6	10.3	
Approach LOS		A		B		A	B	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 46.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	10	316	0	142	0	363	0	0	815	0
Future Volume (veh/h)	2	0	10	316	0	142	0	363	0	0	815	0
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	2	0	10	343	0	106	0	395	0	0	886	0
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	4	0	21	519	0	231	4	1966	0	0	1966	0
Arrive On Green	0.02	0.00	0.02	0.15	0.00	0.15	0.00	0.55	0.00	0.00	0.55	0.00
Sat Flow, veh/h	269	0	1346	3563	0	1585	1781	3647	0	0	3741	0
Grp Volume(v), veh/h	12	0	0	343	0	106	0	395	0	0	886	0
Grp Sat Flow(s),veh/h/ln	1615	0	0	1781	0	1585	1781	1777	0	0	1777	0
Q Serve(g_s), s	0.4	0.0	0.0	4.6	0.0	3.1	0.0	2.8	0.0	0.0	7.4	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	4.6	0.0	3.1	0.0	2.8	0.0	0.0	7.4	0.0
Prop In Lane	0.17		0.83	1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	25	0	0	519	0	231	4	1966	0	0	1966	0
V/C Ratio(X)	0.48	0.00	0.00	0.66	0.00	0.46	0.00	0.20	0.00	0.00	0.45	0.00
Avail Cap(c_a), veh/h	161	0	0	1993	0	887	196	1966	0	0	1966	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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	24.4	0.0	0.0	20.2	0.0	19.6	0.0	5.6	0.0	0.0	6.7	0.0
Incr Delay (d2), s/veh	5.3	0.0	0.0	0.5	0.0	0.5	0.0	0.2	0.0	0.0	0.7	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	0.0	0.0	1.6	0.0	1.0	0.0	0.8	0.0	0.0	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	0.0	20.8	0.0	20.1	0.0	5.8	0.0	0.0	7.4	0.0
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		12			449			395			886	
Approach Delay, s/veh		29.8			20.6			5.8			7.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.9	0.0	32.6		12.6				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		4.8		2.4	0.0	9.4		6.6				
Green Ext Time (p_c), s		1.6		0.0	0.0	2.9		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		10.6
HCM 6th LOS		B

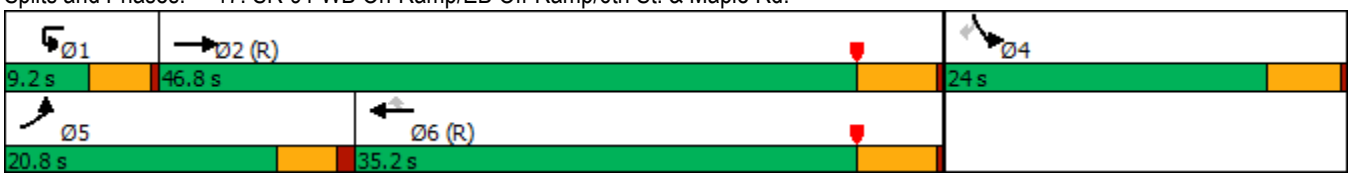
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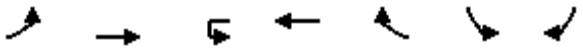
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	263	1888	646	100	771	370	
Future Volume (vph)	263	1888	646	100	771	370	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	20.8	46.8	35.2	35.2	24.0	24.0	9.2
Total Split (%)	26.0%	58.5%	44.0%	44.0%	30.0%	30.0%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	None
Act Effct Green (s)	15.5	50.7	30.6	30.6	19.1	19.1	
Actuated g/C Ratio	0.19	0.63	0.38	0.38	0.24	0.24	
v/c Ratio	0.84	0.92	0.52	0.16	1.02	0.61	
Control Delay	53.5	21.0	20.9	4.4	69.5	8.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.5	21.0	20.9	4.4	69.5	8.3	
LOS	D	C	C	A	E	A	
Approach Delay		25.0	18.7		49.7		
Approach LOS		C	B		D		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 90.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	263	1888	0	646	100	771	370
Future Volume (veh/h)	263	1888	0	646	100	771	370
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	286	2052		702	77	838	301
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	326	2252		1398	610	825	378
Arrive On Green	0.18	0.63		0.39	0.39	0.24	0.24
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	286	2052		702	77	838	301
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	12.5	40.0		11.9	2.5	19.1	14.3
Cycle Q Clear(g_c), s	12.5	40.0		11.9	2.5	19.1	14.3
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	326	2252		1398	610	825	378
V/C Ratio(X)	0.88	0.91		0.50	0.13	1.02	0.80
Avail Cap(c_a), veh/h	361	2252		1398	610	825	378
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.93	0.93	0.89	0.89
Uniform Delay (d), s/veh	31.8	12.7		18.3	15.5	30.5	28.6
Incr Delay (d2), s/veh	19.8	7.0		1.2	0.4	33.5	14.3
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	13.3		4.8	0.9	11.3	13.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	51.6	19.7		19.5	15.9	64.0	42.9
LnGrp LOS	D	B		B	B	F	D
Approach Vol, veh/h		2338		779		1139	
Approach Delay, s/veh		23.6		19.2		58.4	
Approach LOS		C		B		E	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		56.0		24.0	19.2	36.8	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		41.5		19.1	16.2	29.9	
Max Q Clear Time (g_c+I1), s		42.0		21.1	14.5	13.9	
Green Ext Time (p_c), s		0.0		0.0	0.2	3.0	

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

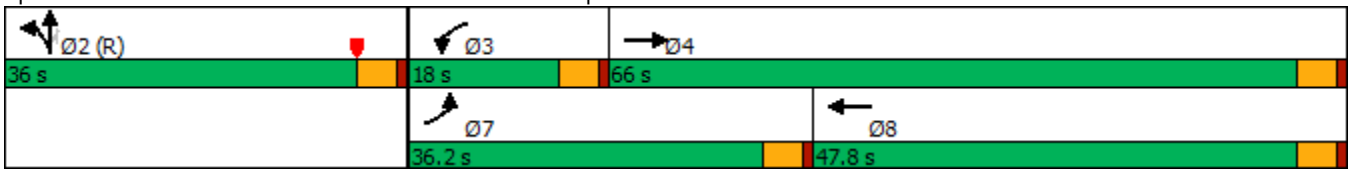
Notes

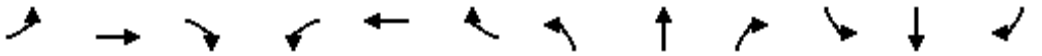
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	273	1697	274	522	224	189	550
Future Volume (vph)	273	1697	274	522	224	189	550
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	36.2	66.0	18.0	47.8	36.0	36.0	36.0
Total Split (%)	30.2%	55.0%	15.0%	39.8%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	24.3	61.4	13.4	50.5	31.4	31.4	31.4
Actuated g/C Ratio	0.20	0.51	0.11	0.42	0.26	0.26	0.26
v/c Ratio	0.83	1.47	1.51	0.34	0.50	0.50	1.06
Control Delay	64.6	241.3	291.8	22.7	42.3	42.1	81.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	241.3	291.8	22.7	42.3	42.1	81.7
LOS	E	F	F	C	D	D	F
Approach Delay		223.1		101.5		64.8	
Approach LOS		F		F		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 164.7	Intersection LOS: F
Intersection Capacity Utilization 119.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	1697	689	274	522	141	224	189	550	0	0	0
Future Volume (veh/h)	273	1697	689	274	522	141	224	189	550	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	297	1845	352	298	567	126	224	232	386			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	326	1528	281	199	1843	401	466	489	409			
Arrive On Green	0.18	0.51	0.51	0.11	0.44	0.44	0.26	0.26	0.26			
Sat Flow, veh/h	1781	2985	549	1781	4184	910	1781	1870	1563			
Grp Volume(v), veh/h	297	1070	1127	298	459	234	224	232	386			
Grp Sat Flow(s),veh/h/ln	1781	1777	1758	1781	1702	1690	1781	1870	1563			
Q Serve(g_s), s	19.6	61.4	61.4	13.4	10.5	10.8	12.7	12.5	29.1			
Cycle Q Clear(g_c), s	19.6	61.4	61.4	13.4	10.5	10.8	12.7	12.5	29.1			
Prop In Lane	1.00		0.31	1.00		0.54	1.00		1.00			
Lane Grp Cap(c), veh/h	326	909	899	199	1499	744	466	489	409			
V/C Ratio(X)	0.91	1.18	1.25	1.50	0.31	0.31	0.48	0.47	0.94			
Avail Cap(c_a), veh/h	469	909	899	199	1499	744	466	489	409			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.21	0.21	0.21	0.95	0.95	0.95	1.00	1.00	1.00			
Uniform Delay (d), s/veh	48.1	29.3	29.3	53.3	21.7	21.8	37.4	37.3	43.4			
Incr Delay (d2), s/veh	3.6	82.5	115.8	247.6	0.1	0.2	3.5	3.3	32.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.9	45.3	53.2	19.6	4.1	4.3	6.1	6.3	14.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	111.8	145.1	300.9	21.8	22.0	40.9	40.6	75.8			
LnGrp LOS	D	F	F	F	C	C	D	D	E			
Approach Vol, veh/h		2494			991			842				
Approach Delay, s/veh		119.6			105.8			56.8				
Approach LOS		F			F			E				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		36.0	18.0	66.0			26.5	57.5				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		31.4	13.4	61.4			31.6	43.2				
Max Q Clear Time (g_c+I1), s		31.1	15.4	63.4			21.6	12.8				
Green Ext Time (p_c), s		0.1	0.0	0.0			0.3	4.8				

Intersection Summary												
HCM 6th Ctrl Delay			104.2									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	98
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	239	67	34	334	717	175
Future Vol, veh/h	239	67	34	334	717	175
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	72	37	359	771	188
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	19.8	14.6	159.2
HCM LOS	C	B	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	23%	0%	78%	0%	0%
Vol Thru, %	77%	100%	0%	100%	0%
Vol Right, %	0%	0%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	223	306	717	175
LT Vol	34	0	239	0	0
Through Vol	111	223	0	717	0
RT Vol	0	0	67	0	175
Lane Flow Rate	156	239	329	771	188
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.298	0.449	0.593	1.367	0.296
Departure Headway (Hd)	7.307	7.186	7.067	6.381	5.667
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	495	505	513	578	636
Service Time	5.007	4.886	5.067	4.096	3.382
HCM Lane V/C Ratio	0.315	0.473	0.641	1.334	0.296
HCM Control Delay	13.1	15.6	19.8	195.4	10.8
HCM Lane LOS	B	C	C	F	B
HCM 95th-tile Q	1.2	2.3	3.8	34.2	1.2

Intersection	
Intersection Delay, s/veh	96.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	92	25	11	49	72	3	249	8	103	623	57
Future Vol, veh/h	47	92	25	11	49	72	3	249	8	103	623	57
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	98	27	12	52	77	3	265	9	110	663	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.1	12.9	15.1	154.6
HCM LOS	B	B	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	29%	8%	13%
Vol Thru, %	96%	56%	37%	80%
Vol Right, %	3%	15%	55%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	260	164	132	783
LT Vol	3	47	11	103
Through Vol	249	92	49	623
RT Vol	8	25	72	57
Lane Flow Rate	277	174	140	833
Geometry Grp	1	1	1	1
Degree of Util (X)	0.466	0.33	0.26	1.276
Departure Headway (Hd)	6.512	7.466	7.331	5.516
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	556	485	493	658
Service Time	4.512	5.466	5.331	3.56
HCM Lane V/C Ratio	0.498	0.359	0.284	1.266
HCM Control Delay	15.1	14.1	12.9	154.6
HCM Lane LOS	C	B	B	F
HCM 95th-tile Q	2.5	1.4	1	32

Intersection	
Intersection Delay, s/veh	60.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	47	5	67	34	167	3	116	75	520	146	16
Future Vol, veh/h	5	47	5	67	34	167	3	116	75	520	146	16
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	50	5	71	36	178	3	123	80	553	155	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	15.2	12.2	96.5
HCM LOS	B	C	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	25%	76%
Vol Thru, %	60%	82%	13%	21%
Vol Right, %	39%	9%	62%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	57	268	682
LT Vol	3	5	67	520
Through Vol	116	47	34	146
RT Vol	75	5	167	16
Lane Flow Rate	206	61	285	726
Geometry Grp	1	1	1	1
Degree of Util (X)	0.337	0.118	0.478	1.124
Departure Headway (Hd)	6.119	7.377	6.421	5.576
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	592	489	565	653
Service Time	4.119	5.377	4.421	3.591
HCM Lane V/C Ratio	0.348	0.125	0.504	1.112
HCM Control Delay	12.2	11.4	15.2	96.5
HCM Lane LOS	B	B	C	F
HCM 95th-tile Q	1.5	0.4	2.6	22.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	10	3	177	178	39
Future Vol, veh/h	18	10	3	177	178	39
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	11	3	192	193	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	415	217	238	0	-	0
Stage 1	217	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	594	823	1329	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	821	1325	-	-	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1325	-	698	-	-
HCM Lane V/C Ratio	0.002	-	0.044	-	-
HCM Control Delay (s)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	187	33	128	244	33
Future Vol, veh/h	52	187	33	128	244	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	203	36	139	265	36
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10	9.6	10.8
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	20%	22%	0%
Vol Thru, %	80%	0%	88%
Vol Right, %	0%	78%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	161	239	277
LT Vol	33	52	0
Through Vol	128	0	244
RT Vol	0	187	33
Lane Flow Rate	175	260	301
Geometry Grp	1	1	1
Degree of Util (X)	0.241	0.333	0.393
Departure Headway (Hd)	4.949	4.62	4.696
Convergence, Y/N	Yes	Yes	Yes
Cap	721	774	762
Service Time	3.016	2.678	2.754
HCM Lane V/C Ratio	0.243	0.336	0.395
HCM Control Delay	9.6	10	10.8
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.9	1.5	1.9

Intersection	
Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	119	0	103	0	135	162	189	202	0
Future Vol, veh/h	0	2	0	119	0	103	0	135	162	189	202	0
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	129	0	112	0	147	176	205	220	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

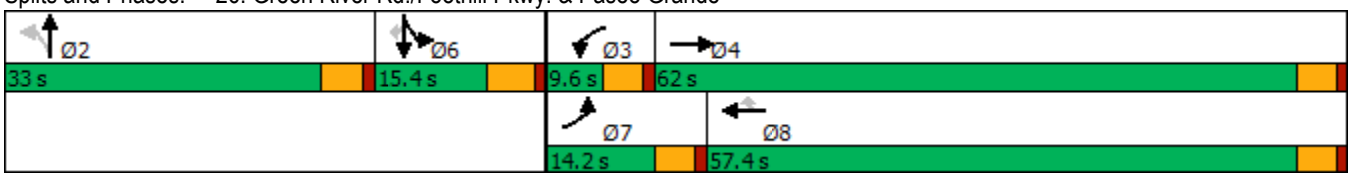
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	10.5	11.3	11.3	26.6
HCM LOS	B	B	B	D

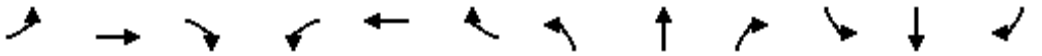
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	48%
Vol Thru, %	100%	0%	100%	0%	100%	0%	52%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	162	2	119	0	103	391
LT Vol	0	0	0	119	0	0	189
Through Vol	135	0	2	0	0	0	202
RT Vol	0	162	0	0	0	103	0
Lane Flow Rate	147	176	2	129	0	112	425
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	0.267	0.285	0.005	0.258	0	0.185	0.758
Departure Headway (Hd)	6.545	5.834	7.686	7.185	6.676	5.963	6.418
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	547	613	463	499	0	600	561
Service Time	4.307	3.596	5.479	4.943	4.434	3.721	4.167
HCM Lane V/C Ratio	0.269	0.287	0.004	0.259	0	0.187	0.758
HCM Control Delay	11.7	10.9	10.5	12.4	9.4	10.1	26.6
HCM Lane LOS	B	B	B	B	N	B	D
HCM 95th-tile Q	1.1	1.2	0	1	0	0.7	6.7

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	282	2101	2	942	50	2	0	86	0	350
Future Volume (vph)	282	2101	2	942	50	2	0	86	0	350
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8			2	6	6	
Permitted Phases					8	2				6
Detector Phase	7	4	3	8	8	2	2	6	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	10.0
Minimum Split (s)	9.6	21.7	9.6	32.7	32.7	31.7	31.7	15.4	15.4	15.4
Total Split (s)	14.2	62.0	9.6	57.4	57.4	33.0	33.0	15.4	15.4	15.4
Total Split (%)	11.8%	51.7%	8.0%	47.8%	47.8%	27.5%	27.5%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	3.7	4.4	4.4	4.4
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
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7		4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.9	59.0	5.2	45.8	45.8		12.8	10.3	10.3	10.3
Actuated g/C Ratio	0.12	0.69	0.06	0.53	0.53		0.15	0.12	0.12	0.12
v/c Ratio	0.72	0.87	0.02	0.50	0.06		0.01	0.41	0.30	0.30
Control Delay	50.0	18.7	46.0	15.5	0.1		33.0	45.3	1.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	50.0	18.7	46.0	15.5	0.1		33.0	45.3	1.3	1.3
LOS	D	B	D	B	A		C	D	A	A
Approach Delay		22.4		14.7			33.0		10.0	
Approach LOS		C		B			C		B	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 85.7		
Natural Cycle: 120		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay: 19.0	Intersection LOS: B	
Intersection Capacity Utilization 82.9%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	2101	3	2	942	50	2	0	0	86	0	350
Future Volume (veh/h)	282	2101	3	2	942	50	2	0	0	86	0	350
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	285	2122	3	2	952	50	2	0	0	87	0	248
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	2360	3	5	1942	866	10	0	0	208	0	371
Arrive On Green	0.10	0.65	0.65	0.00	0.55	0.55	0.01	0.00	0.00	0.12	0.00	0.12
Sat Flow, veh/h	3456	3641	5	1781	3554	1585	1781	0	0	1781	0	3170
Grp Volume(v), veh/h	285	1035	1090	2	952	50	2	0	0	87	0	248
Grp Sat Flow(s),veh/h/ln	1728	1777	1869	1781	1777	1585	1781	0	0	1781	0	1585
Q Serve(g_s), s	6.9	42.0	42.1	0.1	14.2	1.3	0.1	0.0	0.0	3.9	0.0	6.4
Cycle Q Clear(g_c), s	6.9	42.0	42.1	0.1	14.2	1.3	0.1	0.0	0.0	3.9	0.0	6.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	1152	1212	5	1942	866	10	0	0	208	0	371
V/C Ratio(X)	0.79	0.90	0.90	0.41	0.49	0.06	0.21	0.00	0.00	0.42	0.00	0.67
Avail Cap(c_a), veh/h	388	1190	1253	104	2190	977	589	0	0	208	0	371
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	1.00
Uniform Delay (d), s/veh	37.4	12.7	12.7	42.6	12.0	9.1	42.3	0.0	0.0	35.1	0.0	36.2
Incr Delay (d2), s/veh	8.8	9.2	8.8	19.6	0.2	0.0	10.2	0.0	0.0	1.3	0.0	4.6
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	3.3	16.5	17.3	0.1	5.2	0.4	0.1	0.0	0.0	1.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	21.9	21.5	62.2	12.2	9.1	52.6	0.0	0.0	36.4	0.0	40.8
LnGrp LOS	D	C	C	E	B	A	D	A	A	D	A	D
Approach Vol, veh/h		2410			1004			2			335	
Approach Delay, s/veh		24.6			12.2			52.6			39.6	
Approach LOS		C			B			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.2	4.8	60.1		15.4	13.5	51.4				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.0	* 57		10.0	9.6	* 53				
Max Q Clear Time (g_c+I1), s		2.1	2.1	44.1		8.4	8.9	16.2				
Green Ext Time (p_c), s		0.0	0.0	11.4		0.2	0.0	8.6				

Intersection Summary		
HCM 6th Ctrl Delay		22.6
HCM 6th LOS		C

Notes

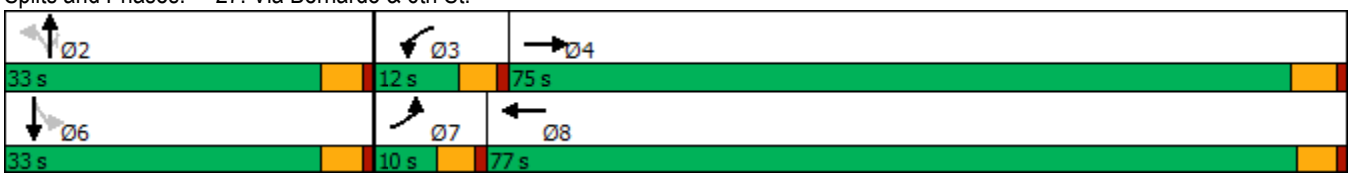
User approved volume balancing among the lanes for turning movement.

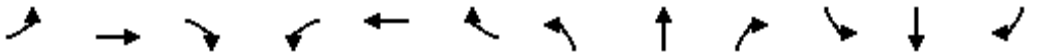
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	3	2065	152	851	116	0	119	
Future Volume (vph)	3	2065	152	851	116	0	119	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	10.0	75.0	12.0	77.0	33.0	33.0	33.0	33.0
Total Split (%)	8.3%	62.5%	10.0%	64.2%	27.5%	27.5%	27.5%	28%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.1	70.1	7.5	80.7		15.8	15.8	
Actuated g/C Ratio	0.05	0.65	0.07	0.75		0.15	0.15	
v/c Ratio	0.04	1.13	1.34	0.35		0.61	0.42	
Control Delay	53.0	86.0	238.8	6.2		55.6	20.6	
Queue Delay	0.0	0.1	0.0	0.3		0.0	0.0	
Total Delay	53.0	86.0	238.8	6.4		55.6	20.6	
LOS	D	F	F	A		E	C	
Approach Delay		86.0		41.6		37.9		
Approach LOS		F		D		D		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 70.4	Intersection LOS: E
Intersection Capacity Utilization 94.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2065	278	152	851	0	116	0	119	0	0	0
Future Volume (veh/h)	3	2065	278	152	851	0	116	0	119	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	2245	293	165	925	0	126	0	124	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	2136	272	129	2640	0	232	0	182	0	215	0
Arrive On Green	0.00	0.67	0.67	0.07	0.74	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	3167	404	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	3	1236	1302	165	925	0	126	0	124	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1794	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.2	69.9	69.9	7.5	9.4	0.0	8.9	0.0	7.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	69.9	69.9	7.5	9.4	0.0	8.9	0.0	7.8	0.0	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	7	1199	1210	129	2640	0	232	0	182	0	215	0
V/C Ratio(X)	0.42	1.03	1.08	1.28	0.35	0.00	0.54	0.00	0.68	0.00	0.00	0.00
Avail Cap(c_a), veh/h	95	1199	1210	129	2640	0	457	0	433	0	511	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	51.5	16.9	16.9	48.1	4.6	0.0	44.5	0.0	44.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	14.1	34.4	48.8	172.5	0.1	0.0	2.0	0.0	4.4	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	34.6	39.7	9.5	2.9	0.0	3.2	0.0	3.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	51.3	65.6	220.5	4.7	0.0	46.5	0.0	48.4	0.0	0.0	0.0
LnGrp LOS	E	F	F	F	A	A	D	A	D	A	A	A
Approach Vol, veh/h		2541			1090			250			0	
Approach Delay, s/veh		58.6			37.4			47.5			0.0	
Approach LOS		E			D			D				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.6	12.0	75.0		16.6	4.9	82.1				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 28	7.5	69.9		* 28	5.5	* 72				
Max Q Clear Time (g_c+I1), s		10.9	9.5	71.9		0.0	2.2	11.4				
Green Ext Time (p_c), s		1.0	0.0	0.0		0.0	0.0	8.5				

Intersection Summary		
HCM 6th Ctrl Delay		51.9
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	23
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	170	7	11	137	78	8	54	10	211	258	50
Future Vol, veh/h	19	170	7	11	137	78	8	54	10	211	258	50
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	185	8	12	149	85	9	59	11	229	280	54
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	13.4	11.7	10.5	33.3
HCM LOS	B	B	B	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	10%	7%	0%	41%
Vol Thru, %	75%	87%	93%	0%	50%
Vol Right, %	14%	4%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	196	148	78	519
LT Vol	8	19	11	0	211
Through Vol	54	170	137	0	258
RT Vol	10	7	0	78	50
Lane Flow Rate	78	213	161	85	564
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.14	0.378	0.306	0.144	0.861
Departure Headway (Hd)	6.44	6.395	6.858	6.105	5.495
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	560	558	520	582	654
Service Time	4.44	4.49	4.652	3.898	3.563
HCM Lane V/C Ratio	0.139	0.382	0.31	0.146	0.862
HCM Control Delay	10.5	13.4	12.7	9.9	33.3
HCM Lane LOS	B	B	B	A	D
HCM 95th-tile Q	0.5	1.8	1.3	0.5	9.9

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	563	317	31	39	7
Future Vol, veh/h	10	563	317	31	39	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	11	612	345	34	42	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	379	0	-	0	996	362
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	634	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1179	-	-	-	271	683
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1179	-	-	-	267	683
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	529	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1179	-	-	-	294
HCM Lane V/C Ratio	0.009	-	-	-	0.17
HCM Control Delay (s)	8.1	0	-	-	19.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	637	73	49	234	36	33
Future Vol, veh/h	637	73	49	234	36	33
Conflicting Peds, #/hr	0	6	0	0	0	39
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	692	79	53	254	39	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	777	0	971	431
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	835	-	250	573
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	830	-	230	549
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	726	-

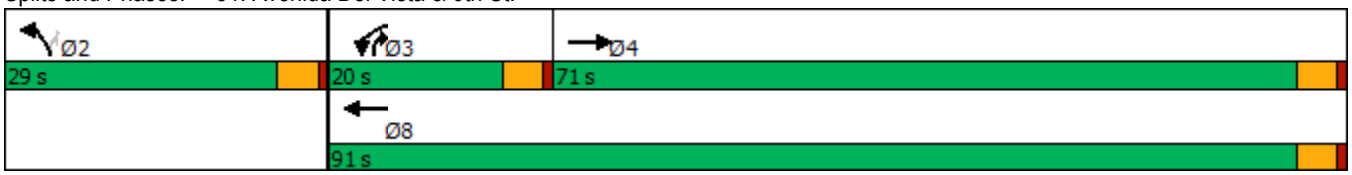
Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	319	-	-	830	-
HCM Lane V/C Ratio	0.235	-	-	0.064	-
HCM Control Delay (s)	19.7	-	-	9.6	0.3
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1859	237	764	175	195
Future Volume (vph)	1859	237	764	175	195
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	71.0	20.0	91.0	29.0	20.0
Total Split (%)	59.2%	16.7%	75.8%	24.2%	16.7%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	66.4	15.4	86.5	13.0	33.2
Actuated g/C Ratio	0.61	0.14	0.79	0.12	0.30
v/c Ratio	1.04	0.99	0.28	0.44	0.42
Control Delay	54.4	102.0	3.6	47.6	31.4
Queue Delay	23.3	0.0	0.0	0.0	0.0
Total Delay	77.7	102.0	3.6	47.6	31.4
LOS	E	F	A	D	C
Approach Delay	77.7		26.9	39.1	
Approach LOS	E		C	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 59.1	Intersection LOS: E
Intersection Capacity Utilization 93.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1859	272	237	764	175	195
Future Volume (veh/h)	1859	272	237	764	175	195
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1936	283	247	796	182	203
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1873	267	248	2775	463	433
Arrive On Green	0.60	0.60	0.14	0.78	0.13	0.13
Sat Flow, veh/h	3215	445	1781	3647	3456	1585
Grp Volume(v), veh/h	1081	1138	247	796	182	203
Grp Sat Flow(s),veh/h/ln	1777	1790	1781	1777	1728	1585
Q Serve(g_s), s	66.3	66.3	15.3	7.0	5.3	11.8
Cycle Q Clear(g_c), s	66.3	66.3	15.3	7.0	5.3	11.8
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1066	1074	248	2775	463	433
V/C Ratio(X)	1.01	1.06	0.99	0.29	0.39	0.47
Avail Cap(c_a), veh/h	1066	1074	248	2775	760	569
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	22.1	22.1	47.5	3.4	43.7	33.5
Incr Delay (d2), s/veh	31.1	44.6	55.6	0.1	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.2	38.5	10.6	2.0	2.3	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.2	66.7	103.1	3.5	44.3	34.3
LnGrp LOS	F	F	F	A	D	C
Approach Vol, veh/h	2219			1043	385	
Approach Delay, s/veh	60.1			27.1	39.0	
Approach LOS	E			C	D	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	19.5	20.0	71.0	91.0
Change Period (Y+Rc), s	* 4.7	4.6	* 4.7	* 4.7
Max Green Setting (Gmax), s	* 24	15.4	* 66	* 86
Max Q Clear Time (g_c+I1), s	13.8	17.3	68.3	9.0
Green Ext Time (p_c), s	1.0	0.0	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	23
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	226	34	16	131	136	16	190	10	239	249	68
Future Vol, veh/h	44	226	34	16	131	136	16	190	10	239	249	68
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	246	37	17	142	148	17	207	11	260	271	74
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

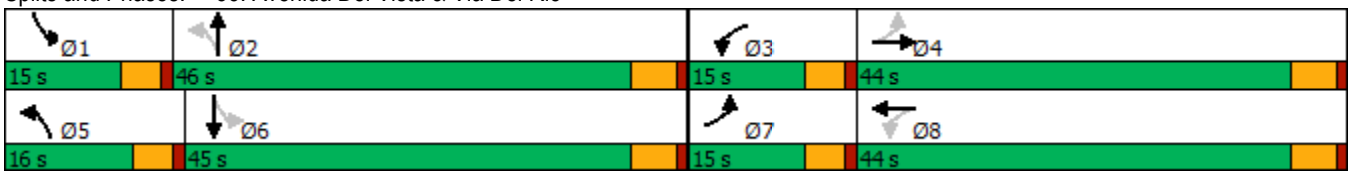
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	24	22.1	18.5	24.6
HCM LOS	C	C	C	C

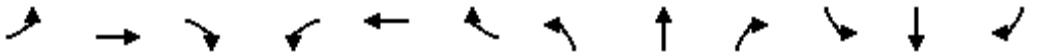
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	16%	0%	100%	0%	100%	0%
Vol Thru, %	0%	95%	84%	0%	0%	49%	0%	79%
Vol Right, %	0%	5%	0%	100%	0%	51%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	200	270	34	16	267	239	317
LT Vol	16	0	44	0	16	0	239	0
Through Vol	0	190	226	0	0	131	0	249
RT Vol	0	10	0	34	0	136	0	68
Lane Flow Rate	17	217	293	37	17	290	260	345
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.043	0.497	0.663	0.075	0.042	0.625	0.585	0.712
Departure Headway (Hd)	8.88	8.226	8.129	7.322	8.641	7.756	8.103	7.435
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	406	435	443	486	413	464	444	482
Service Time	6.58	6.025	5.918	5.11	6.433	5.547	5.896	5.226
HCM Lane V/C Ratio	0.042	0.499	0.661	0.076	0.041	0.625	0.586	0.716
HCM Control Delay	12	19	25.7	10.7	11.8	22.7	21.8	26.7
HCM Lane LOS	B	C	D	B	B	C	C	D
HCM 95th-tile Q	0.1	2.7	4.7	0.2	0.1	4.2	3.6	5.6

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	440	49	221	65	108	64	134
Future Volume (vph)	33	440	49	221	65	108	64	134
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	15.0	44.0	15.0	44.0	16.0	46.0	15.0	45.0
Total Split (%)	12.5%	36.7%	12.5%	36.7%	13.3%	38.3%	12.5%	37.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	20.6	17.1	21.7	19.1	20.1	14.4	19.7	14.2
Actuated g/C Ratio	0.36	0.30	0.38	0.34	0.35	0.25	0.35	0.25
v/c Ratio	0.08	0.57	0.15	0.25	0.15	0.39	0.14	0.45
Control Delay	11.8	20.5	12.4	15.6	13.2	21.6	13.1	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	20.5	12.4	15.6	13.2	21.6	13.1	23.6
LOS	B	C	B	B	B	C	B	C
Approach Delay		20.0		15.1		19.3		20.9
Approach LOS		C		B		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	440	111	49	221	47	65	108	60	64	134	54
Future Volume (veh/h)	33	440	111	49	221	47	65	108	60	64	134	54
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	478	117	53	240	51	71	117	64	70	146	55
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	458	766	186	344	829	173	391	238	130	405	270	102
Arrive On Green	0.04	0.27	0.27	0.05	0.28	0.28	0.06	0.21	0.21	0.06	0.21	0.21
Sat Flow, veh/h	1781	2834	689	1781	2926	611	1781	1137	622	1781	1295	488
Grp Volume(v), veh/h	36	299	296	53	144	147	71	0	181	70	0	201
Grp Sat Flow(s),veh/h/ln	1781	1777	1746	1781	1777	1760	1781	0	1758	1781	0	1783
Q Serve(g_s), s	0.7	7.1	7.2	1.0	3.0	3.1	1.4	0.0	4.4	1.4	0.0	4.8
Cycle Q Clear(g_c), s	0.7	7.1	7.2	1.0	3.0	3.1	1.4	0.0	4.4	1.4	0.0	4.8
Prop In Lane	1.00		0.39	1.00		0.35	1.00		0.35	1.00		0.27
Lane Grp Cap(c), veh/h	458	480	472	344	504	499	391	0	368	405	0	372
V/C Ratio(X)	0.08	0.62	0.63	0.15	0.29	0.29	0.18	0.00	0.49	0.17	0.00	0.54
Avail Cap(c_a), veh/h	774	1441	1417	636	1441	1428	701	0	1500	679	0	1483
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	1.00
Uniform Delay (d), s/veh	11.7	15.3	15.4	11.9	13.4	13.4	13.5	0.0	16.7	13.4	0.0	16.9
Incr Delay (d2), s/veh	0.0	1.3	1.4	0.1	0.3	0.3	0.1	0.0	1.0	0.1	0.0	1.2
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	2.5	2.5	0.3	1.1	1.1	0.5	0.0	1.6	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	16.7	16.8	12.0	13.7	13.8	13.6	0.0	17.7	13.5	0.0	18.2
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		631			344			252			271	
Approach Delay, s/veh		16.4			13.5			16.6			17.0	
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	7.1	18.1	7.7	15.1	6.5	18.7
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	40.9	10.4	38.9	11.4	39.9	10.4	38.9
Max Q Clear Time (g_c+I1), s	3.4	6.4	3.0	9.2	3.4	6.8	2.7	5.1
Green Ext Time (p_c), s	0.0	1.1	0.0	3.8	0.0	1.2	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	200	18	23	216	39	2	25	21	54	47	28
Future Vol, veh/h	20	200	18	23	216	39	2	25	21	54	47	28
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	217	20	25	235	42	2	27	23	59	51	30
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10.9	11	8.8	9.8
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	4%	9%	0%	10%	0%	42%
Vol Thru, %	52%	91%	0%	90%	0%	36%
Vol Right, %	44%	0%	100%	0%	100%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	220	18	239	39	129
LT Vol	2	20	0	23	0	54
Through Vol	25	200	0	216	0	47
RT Vol	21	0	18	0	39	28
Lane Flow Rate	52	239	20	260	42	140
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.078	0.358	0.025	0.386	0.054	0.208
Departure Headway (Hd)	5.378	5.384	4.632	5.344	4.59	5.328
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	670	662	764	668	772	667
Service Time	3.378	3.167	2.415	3.125	2.37	3.412
HCM Lane V/C Ratio	0.078	0.361	0.026	0.389	0.054	0.21
HCM Control Delay	8.8	11.2	7.5	11.5	7.6	9.8
HCM Lane LOS	A	B	A	B	A	A
HCM 95th-tile Q	0.3	1.6	0.1	1.8	0.2	0.8

APPENDIX 8.2: CITY OF CORONA GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 8.2 Summary-AM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Green River Rd. & SR-91 WB Ramps	TS	Delay:	**55.5**	35.3	--	**61.3**	**60.6**	0.0	0.0	0.0	34.9	35.6	--	--	--	**55.2**	0.0	**65.7**
		LOS:	**E**	D		**E**	**F**	A	A	A	C	D				**E**	A	**E**
2 Green River Rd. & SR-91 EB Ramps	TS	Delay:	17.8	**>200.0**	**55.3**	--	0.0	16.6	20.2	**>200.0**	2.5	0.0	**57.4**	0.0	53.8	--	--	--
		LOS:	B	**F**	**E**		A	B	C	**F**	A	A	**E**	A	D			
3 Green River Rd. & Palisades Dr.	TS	Delay:	16.7	12.3	--	31.0	--	15.7	18.4	35.9	3.5	--	--	--	--	27.0	--	31.8
		LOS:	B	B		C		B	B	D	A					C		C
4 Driveway 1 & Frontage Rd.	CSS	Delay:	9.4	--	0.0	0.3	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A															
5 Auto Center Dr. & Wardlow Rd.	TS	Delay:	12.5	14.8	25.6	26.5	27.7	10.4	10.4	29.2	14.5	14.5	32.7	21.9	22.3	27.9	0.0	19.1
		LOS:	B	B	C	C	C	B	B	C	B	B	C	C	C	C	A	B
6 Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	**58.4**	34.7	--	**85.7**	**106.2**	0.2	0.0	0.0	26.7	41.0	--	--	--	**100.2**	**90.4**	37.0
		LOS:	**E**	C		**F**	**F**	A	A	A	C	D				**F**	**F**	D
7 Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	16.3	5.0	**69.6**	--	0.0	14.0	20.0	37.0	0.0	0.0	26.4	0.0	**115.0**	--	--	--
		LOS:	B	A	**E**		A	B	C	D	A	A	C	A	**F**			
8 Serfas Club Dr. & Frontage Rd.	TS	Delay:	29.8	22.6	32.1	33.0	50.5	28.6	28.7	49.5	16.8	16.8	35.5	0.0	24.0	36.7	0.0	26.6
		LOS:	C	C	C	C	D	C	C	D	B	B	D	A	C	D	A	C
9 Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	15.4	12.5	--	32.5	--	15.7	9.9	44.0	4.2	--	--	--	--	31.9	--	33.1
		LOS:	B	B		C		B	A	D	A					C		C
10 Driveway 2 & Pine Crest Dr.	CSS	Delay:	14.5	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B															
11 Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	7.7	13.3	29.4	27.6	40.9	7.5	7.5	37.7	0.0	12.8	29.4	0.0	0.0	27.6	0.0	0.0
		LOS:	A	B	C	C	D	A	A	D	A	B	C	A	A	C	A	A
12 Serfas Club Dr. & Palisades Dr.	TS	Delay:	6.7	11.6	--	0.0	22.7	6.0	0.0	0.0	10.9	12.2	15.2	--	--	0.0	0.0	0.0
		LOS:	A	B			C	A	A	A	B	B	B			A	A	A
13 Serfas Club Dr. & Green River Rd.	TS	Delay:	45.6	41.5	**72.9**	**132.8**	45.6	0.0	0.0	44.3	0.0	38.8	**167.7**	10.1	10.1	53.4	**121.8**	**144.6**
		LOS:	D	D	**E**	**F**	D	A	A	D	A	D	**F**	B	B	D	**F**	**F**
14 Driveway 3 & Frontage Rd.	CSS	Delay:	9.1	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A															
15 Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	13.8	0.1	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		B														
16 Maple St. & SR-91 WB Off-Ramp	TS	Delay:	5.3	7.4	31.5	21.1	27.2	4.7	0.0	0.0	7.4	7.4	31.5	0.0	0.0	19.6	0.0	22.1
		LOS:	A	A	C	C	C	A	A	A	A	A	C	A	A	B	A	C
17 Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	**77.8**	29.6	35.0	--	--	--	31.4	--	**122.9**	**79.3**	3.9	--	--	**37.2**	11.8
		LOS:		**E**	C	D				C		**F**	**E**	A			**F**	B
18 Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	30.4	--	**85.8**	42.8	31.9	31.0	27.0	--	--	--	**>200.0**	53.8	**55.7**	**77.6**	31.0	31.6
		LOS:	C		**F**	D	C	C	C				**F**	D	**E**	**F**	C	C
19 Paseo Grande & Frontage Rd.	AWS	Delay:	**88.1**	15.9	15.1	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	**F**	C	C													

Table Appendix 8.2 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20	Paseo Grande & Via Santiago	AWS	Delay:	**>100.0**	21.0	15.7	26.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	C	C	D												
21	Paseo Grande & Via Del Rio	AWS	Delay:	**>100.0**	**59.5**	21.1	**>100.0**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**	C	**F**												
22	Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.0	0.0	22.3	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			C													
23	Paseo Grande & Driveway 4/Driveway 5	CSS	Delay:	0.0	0.0	28.4	16.1	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			D	C												
24	Paseo Grande & Pine Crest Dr.	AWS	Delay:	**>100.0**	**>100.0**	32.3	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**	D													
25	Paseo Grande & Ontario Av.	AWS	Delay:	**>100.0**	**>100.0**	0.0	**96.1**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	**F**	**F**		**F**												
26	Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	54.1	39.9	25.9	34.6	0.0	54.1	0.0	37.9	0.0	40.4	49.8	5.8	5.8	**64.9**	35.7	10.1
			LOS:	D	D	C	C	A	D	A	D	A	D	D	A	A	**E**	D	B
27	Via Bernardo & 6th St.	TS	Delay:	36.7	0.0	9.9	15.9	38.3	0.0	33.3	0.0	0.0	0.0	**59.9**	9.7	9.7	47.0	14.4	0.0
			LOS:	D		A	B	D	A	C	A	A	A	**E**	A	A	D	B	A
28	Via Bernardo & Via Santiago	AWS	Delay:	15.4	10.5	10.9	14.2	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	C	B	B	B												
29	Via Bernardo & Via Del Rio	CSS	Delay:	--	28.8	0.7	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		D														
30	Kirkwood Dr. & Via Del Rio	CSS	Delay:	22.0	--	0.0	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	C															
31	Avenida Del Vista & 6th St.	TS	Delay:	23.9	--	13.3	10.5	26.8	--	21.2	--	--	--	--	13.3	13.3	33.8	7.8	--
			LOS:	C		B	B	C		C					B	B	C	A	
32	Avenida Del Vista & Via Santiago	AWS	Delay:	32.3	27.8	29.9	**>100.0**	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	D	D	D	**F**												
33	Avenida Del Vista & Via Del Rio	TS	Delay:	17.9	24.8	16.1	21.2	16.6	0.0	19.0	18.2	0.0	25.6	15.2	16.4	16.5	14.0	21.7	21.7
			LOS:	B	C	B	C	B	A	B	B	A	C	B	B	B	B	C	C
34	Avenida Del Vista & Ontario Av.	AWS	Delay:	10.8	11.7	15.0	15.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B	B	B	C												

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

Table Appendix 8.2 Summary-PM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Green River Rd. & SR-91 WB Ramps	TS	Delay:	39.0	13.1	--	51.3	64.5	0.4	0.0	0.0	13.0	13.1	--	--	--	51.9	0.0	49.2
			LOS:	D	B		D	E	A	A	A	B	B				D	A	D
2	Green River Rd. & SR-91 EB Ramps	TS	Delay:	36.0	47.6	40.7	--	0.0	35.6	36.9	**124.3**	23.4	0.0	19.1	0.0	44.1	--	--	--
			LOS:	D	D	D		A	D	D	**F**	C	A	B	A	D			
3	Green River Rd. & Palisades Dr.	TS	Delay:	9.1	16.4	--	23.0	--	9.1	9.2	**122.2**	5.9	--	--	--	--	21.0	--	23.3
			LOS:	A	B		C		A	A	**F**	A					C		C
4	Driveway 1 & Frontage Rd.	CSS	Delay:	9.8	--	0.0	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A															
5	Auto Center Dr. & Wardlow Rd.	TS	Delay:	18.1	26.7	37.1	35.9	36.9	13.3	13.3	42.6	26.6	26.4	41.1	30.9	36.6	36.8	0.0	24.9
			LOS:	B	C	D	D	D	B	B	D	C	C	D	C	D	D	A	C
6	Auto Center Dr. & SR-91 WB Ramps	TS	Delay:	9.5	22.2	--	39.1	41.0	0.3	0.0	0.0	21.7	22.7	--	--	--	40.5	0.0	28.7
			LOS:	A	C		D	D	A	A	A	C	C				D	A	C
7	Serfas Club Dr. & SR-91 EB Ramps	TS	Delay:	29.9	**56.9**	**60.6**	--	0.0	23.3	38.1	**187.4**	0.2	0.0	21.4	0.0	**100.0**	--	--	--
			LOS:	C	**E**	**E**		A	C	D	**F**	A	A	C	A	**F**			
8	Serfas Club Dr. & Frontage Rd.	TS	Delay:	17.7	21.5	31.3	32.0	43.2	15.7	15.7	35.9	18.2	18.6	33.9	0.0	27.9	35.0	0.0	26.7
			LOS:	B	C	C	C	D	B	B	D	B	B	C	A	C	D	A	C
9	Serfas Club Dr. & Pine Crest Dr.	TS	Delay:	8.4	5.4	--	20.7	--	8.5	6.2	21.7	3.7	--	--	--	--	20.8	--	20.6
			LOS:	A	A		C		A	A	C	A					C		C
10	Driveway 2 & Pine Crest Dr.	CSS	Delay:	10.2	--	0.0	0.1	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
11	Serfas Club Dr. & Monterey Peninsula Dr.	TS	Delay:	7.4	**74.2**	46.8	43.6	54.3	6.2	6.2	**70.8**	0.0	**74.4**	46.8	0.0	0.0	43.6	0.0	0.0
			LOS:	A	**E**	D	D	D	A	A	**E**	A	**F**	D	A	A	D	A	A
12	Serfas Club Dr. & Palisades Dr.	TS	Delay:	4.0	42.0	--	0.0	49.0	3.2	0.0	0.0	**45.1**	4.6	40.8	--	--	0.0	0.0	0.0
			LOS:	A	D			A	A	A	A	**F**	A	D			A	A	A
13	Serfas Club Dr. & Green River Rd.	TS	Delay:	43.3	**98.1**	**98.0**	31.3	43.3	0.0	0.0	**118.2**	0.0	27.3	52.2	**104.5**	**105.3**	50.9	30.8	30.9
			LOS:	D	**F**	**F**	C	D	A	A	**F**	A	C	D	**F**	**F**	D	C	C
14	Driveway 3 & Frontage Rd.	CSS	Delay:	11.8	--	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	B															
15	Pine Crest Dr. & Mountain View Dr.	CSS	Delay:	--	9.7	0.3	0.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:		A														
16	Maple St. & SR-91 WB Off-Ramp	TS	Delay:	5.9	7.4	29.8	20.6	0.0	5.9	0.0	0.0	7.4	0.0	29.8	0.0	0.0	20.8	0.0	20.1
			LOS:	A	A	C	C	A	A	A	A	A	A	C	A	A	C	A	C
17	Maple St. & SR-91 WB On-Ramp/SR-91 EB Off-Ra	TS	Delay:	--	**59.2**	23.9	19.3	--	--	--	**65.0**	--	43.1	51.6	20.1	--	--	19.6	15.9
			LOS:		**E**	C	B				**F**		D	D	C		B	B
18	Paseo Grande & SR-91 EB On-Ramp/6th St.	TS	Delay:	**57.8**	--	**123.1**	**110.0**	41.4	41.0	**77.8**	--	--	--	51.5	**114.9**	**149.6**	**311.6**	21.8	22.0
			LOS:	**E**		**F**	**F**	D	D	**E**				D	**F**	**F**	**F**	C	C
19	Paseo Grande & Frontage Rd.	AWS	Delay:	15.1	**>100.0**	20.5	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	C	**F**	C													

Table Appendix 8.2 Summary-PM

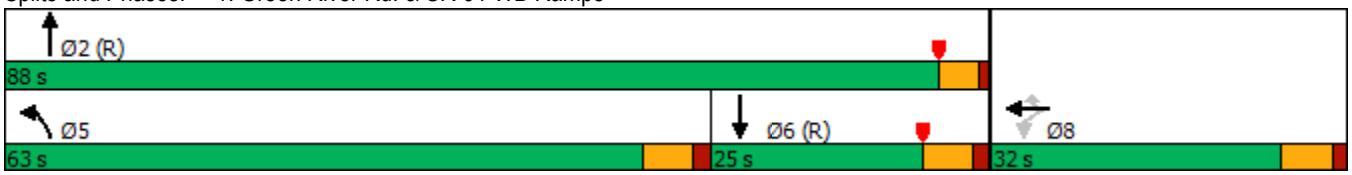
	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
20 Paseo Grande & Via Santiago	AWS	Delay:	15.8	**>100.0**	14.3	13.1	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C	**F**	B	B												
21 Paseo Grande & Via Del Rio	AWS	Delay:	12.9	**65.4**	11.6	16.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	**F**	B	C												
22 Paseo Grande & Brae Burn Rd.	CSS	Delay:	0.1	0.0	10.6	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B													
23 Paseo Grande & Driveway 4/Driveway 5	CSS	Delay:	0.2	0.1	12.6	10.3	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	B												
24 Paseo Grande & Pine Crest Dr.	AWS	Delay:	9.8	11.1	10.3	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	B	B													
25 Paseo Grande & Ontario Av.	AWS	Delay:	11.4	28.4	10.6	11.4	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	D	B	B												
26 Paseo Grande & Green River Rd./Foothill Pkwy.	TS	Delay:	52.6	39.7	24.7	12.2	52.6	0.0	0.0	36.5	0.0	40.9	46.4	22.0	21.6	**62.2**	12.2	9.1
		LOS:	D	D	C	B	D	A	A	D	A	D	D	C	C	**E**	B	A
27 Via Bernardo & 6th St.	TS	Delay:	47.5	0.0	**59.2**	37.9	46.5	0.0	48.6	0.0	0.0	0.0	**65.5**	**51.8**	**66.2**	**>200.0**	4.7	0.0
		LOS:	D		**E**	D	D	A	D	A	A	A	**E**	**F**	**F**	**F**	A	A
28 Via Bernardo & Via Santiago	AWS	Delay:	10.6	34.0	13.5	11.9	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	B	D	B	B												
29 Via Bernardo & Via Del Rio	CSS	Delay:	--	19.8	0.2	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:		C														
30 Kirkwood Dr. & Via Del Rio	CSS	Delay:	20.0	--	0.0	1.9	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C															
31 Avenida Del Vista & 6th St.	TS	Delay:	39.0	--	**61.2**	27.4	44.3	--	34.3	--	--	--	--	**54.1**	**67.9**	**104.6**	3.5	--
		LOS:	C		**E**	C	D		C					**F**	**F**	**F**	A	
32 Avenida Del Vista & Via Santiago	AWS	Delay:	18.6	24.9	24.2	22.4	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	C	C	C	C												
33 Avenida Del Vista & Via Del Rio	TS	Delay:	16.6	17.0	16.4	13.5	13.6	0.0	17.8	13.6	0.0	18.2	11.7	16.7	16.8	12.0	13.7	13.8
		LOS:	B	B	B	B	B	A	B	B	A	B	B	B	B	B	B	B
34 Avenida Del Vista & Ontario Av.	AWS	Delay:	8.9	9.9	11.0	11.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	B	B												

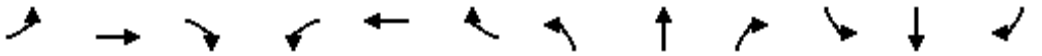
* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	36	4	130	2427	224	261
Future Volume (vph)	36	4	130	2427	224	261
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	32.0	32.0	32.0	63.0	88.0	25.0
Total Split (%)	26.7%	26.7%	26.7%	52.5%	73.3%	20.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	10.6	10.6	10.6	72.4	98.8	19.0
Actuated g/C Ratio	0.09	0.09	0.09	0.60	0.82	0.16
v/c Ratio	0.14	0.15	0.53	0.88	0.16	0.89
Control Delay	48.4	48.5	14.4	29.7	3.5	48.3
Queue Delay	0.0	0.0	0.0	8.7	0.0	0.0
Total Delay	48.4	48.5	14.4	38.4	3.5	48.3
LOS	D	D	B	D	A	D
Approach Delay		22.4			35.5	48.3
Approach LOS		C			D	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	36	4	130	2427	224	0	0	261	300
Future Volume (veh/h)	0	0	0	36	4	130	2427	224	0	0	261	300
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				42	0	57	2638	243	0	0	284	226
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				186	0	83	2386	1586	0	0	616	476
Arrive On Green				0.05	0.00	0.05	0.79	1.00	0.00	0.00	0.32	0.32
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2002	1473
Grp Volume(v), veh/h				42	0	57	2638	243	0	0	264	246
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1605
Q Serve(g_s), s				1.4	0.0	4.2	57.0	0.0	0.0	0.0	14.2	14.7
Cycle Q Clear(g_c), s				1.4	0.0	4.2	57.0	0.0	0.0	0.0	14.2	14.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.92
Lane Grp Cap(c), veh/h				186	0	83	2386	1586	0	0	574	518
V/C Ratio(X)				0.23	0.00	0.69	1.11	0.15	0.00	0.00	0.46	0.48
Avail Cap(c_a), veh/h				772	0	343	2386	1586	0	0	574	518
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.09	0.09	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.6	0.0	55.9	12.4	0.0	0.0	0.0	32.3	32.5
Incr Delay (d2), s/veh				0.6	0.0	9.8	48.2	0.0	0.0	0.0	2.6	3.1
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				0.6	0.0	1.9	18.6	0.0	0.0	0.0	6.5	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.2	0.0	65.7	60.6	0.0	0.0	0.0	34.9	35.6
LnGrp LOS				E	A	E	F	A	A	A	C	D
Approach Vol, veh/h					99			2881			510	
Approach Delay, s/veh					61.3			55.5			35.3	
Approach LOS					E			E			D	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	107.7		63.0	44.7		12.3						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 83		57.0	19.0		26.0						
Max Q Clear Time (g_c+I1), s	2.0		59.0	16.7		6.2						
Green Ext Time (p_c), s	1.6		0.0	0.7		0.2						

Intersection Summary		
HCM 6th Ctrl Delay		52.7
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

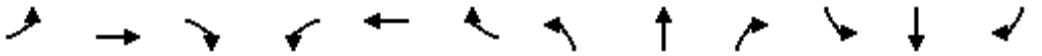
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1	225	2516	207	91
Future Volume (vph)	1	225	2516	207	91
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	37.0	37.0	69.0	14.0	83.0
Total Split (%)	30.8%	30.8%	57.5%	11.7%	69.2%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.7	15.7	63.5	25.3	93.3
Actuated g/C Ratio	0.13	0.13	0.53	0.21	0.78
v/c Ratio	0.64	0.42	1.08	0.60	0.04
Control Delay	61.3	7.6	72.8	40.2	11.5
Queue Delay	0.6	0.0	7.5	0.0	0.0
Total Delay	61.9	7.6	80.3	40.2	11.5
LOS	E	A	F	D	B
Approach Delay	28.1		80.3		31.5
Approach LOS	C		F		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 70.3	Intersection LOS: E
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1	225	0	0	0	0	2516	147	207	91	0
Future Volume (veh/h)	135	1	225	0	0	0	0	2516	147	207	91	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	147	1	207				0	2735	151	225	99	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	196	1	308				0	3376	183	141	2835	0
Arrive On Green	0.11	0.11	0.11				0.00	0.68	0.68	0.08	0.80	0.00
Sat Flow, veh/h	1770	12	2790				0	5125	269	1781	3647	0
Grp Volume(v), veh/h	148	0	207				0	1863	1023	225	99	0
Grp Sat Flow(s),veh/h/ln	1782	0	1395				0	1702	1822	1781	1777	0
Q Serve(g_s), s	9.7	0.0	8.6				0.0	46.3	49.0	9.5	0.7	0.0
Cycle Q Clear(g_c), s	9.7	0.0	8.6				0.0	46.3	49.0	9.5	0.7	0.0
Prop In Lane	0.99		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	197	0	308				0	2319	1241	141	2835	0
V/C Ratio(X)	0.75	0.00	0.67				0.00	0.80	0.82	1.60	0.03	0.00
Avail Cap(c_a), veh/h	468	0	732				0	2319	1241	141	2835	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	0.39	0.39	0.00
Uniform Delay (d), s/veh	51.8	0.0	51.3				0.0	13.5	13.9	55.3	2.5	0.0
Incr Delay (d2), s/veh	5.7	0.0	2.5				0.0	3.1	6.3	280.7	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	4.6	0.0	3.1				0.0	16.9	20.2	15.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	53.8				0.0	16.6	20.2	336.0	2.5	0.0
LnGrp LOS	E	A	D				A	B	C	F	A	A
Approach Vol, veh/h		355						2886			324	
Approach Delay, s/veh		55.3						17.8			234.1	
Approach LOS		E						B			F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.0	87.2		18.8		101.2						
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5						
Max Green Setting (Gmax), s	9.5	63.5		31.5		77.5						
Max Q Clear Time (g_c+I1), s	11.5	51.0		11.7		2.7						
Green Ext Time (p_c), s	0.0	11.9		1.6		0.7						

Intersection Summary			
HCM 6th Ctrl Delay			41.2
HCM 6th LOS			D

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	27	325	2155	91	242
Future Volume (vph)	27	325	2155	91	242
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	46.0	46.0	47.0	27.0	74.0
Total Split (%)	38.3%	38.3%	39.2%	22.5%	61.7%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	12.8	12.8	42.0	8.8	53.0
Actuated g/C Ratio	0.16	0.16	0.54	0.11	0.68
v/c Ratio	0.10	0.64	0.89	0.49	0.08
Control Delay	29.3	9.3	23.7	43.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	9.3	23.7	43.4	4.8
LOS	C	A	C	D	A
Approach Delay	10.8		23.7		15.4
Approach LOS	B		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 73.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	27	325	2155	78	91	242
Future Volume (veh/h)	27	325	2155	78	91	242
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	135	2342	77	99	263
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	215	2829	93	128	3545
Arrive On Green	0.14	0.14	0.56	0.56	0.07	0.69
Sat Flow, veh/h	1781	1585	5247	166	1781	5274
Grp Volume(v), veh/h	29	135	1566	853	99	263
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1840	1781	1702
Q Serve(g_s), s	1.0	5.7	26.7	27.0	3.9	1.2
Cycle Q Clear(g_c), s	1.0	5.7	26.7	27.0	3.9	1.2
Prop In Lane	1.00	1.00		0.09	1.00	
Lane Grp Cap(c), veh/h	242	215	1896	1025	128	3545
V/C Ratio(X)	0.12	0.63	0.83	0.83	0.77	0.07
Avail Cap(c_a), veh/h	1003	893	1985	1073	565	4928
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	26.8	28.8	12.8	12.9	32.2	3.5
Incr Delay (d2), s/veh	0.2	3.0	2.9	5.5	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.1	8.2	9.7	1.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.0	31.8	15.7	18.4	35.9	3.5
LnGrp LOS	C	C	B	B	D	A
Approach Vol, veh/h	164		2419			362
Approach Delay, s/veh	31.0		16.7			12.3
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	45.2			54.9	15.8
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	22.4	41.2			68.2	39.8
Max Q Clear Time (g_c+I1), s	5.9	29.0			3.2	7.7
Green Ext Time (p_c), s	0.1	10.4			1.7	0.5

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	0	18	138	0	18
Future Vol, veh/h	208	0	18	138	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	226	0	20	150	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	226	0	416	226
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1342	-	593	813
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1342	-	584	813
Mov Cap-2 Maneuver	-	-	-	-	584	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	829	-

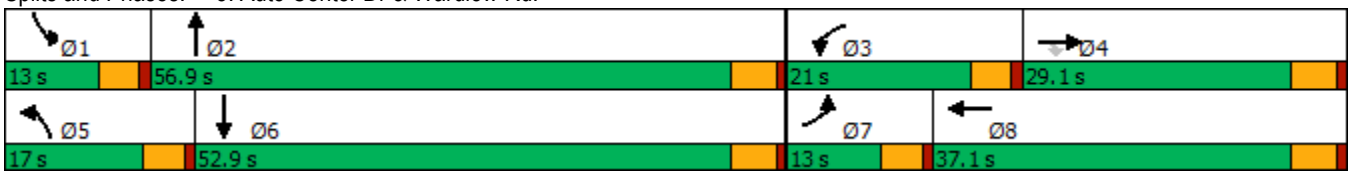
Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.5
HCM LOS			A

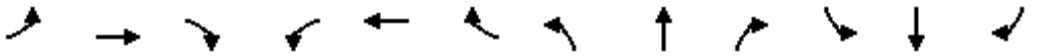
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1342	-
HCM Lane V/C Ratio	0.024	-	-	0.015	-
HCM Control Delay (s)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	7	2	14	98	16	88	536	16	915
Future Volume (vph)	7	2	14	98	16	88	536	16	915
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	13.0	29.1	29.1	21.0	37.1	17.0	56.9	13.0	52.9
Total Split (%)	10.8%	24.3%	24.3%	17.5%	30.9%	14.2%	47.4%	10.8%	44.1%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.1	13.4	13.4	11.3	17.2	9.1	44.5	6.4	36.9
Actuated g/C Ratio	0.09	0.19	0.19	0.16	0.24	0.13	0.63	0.09	0.52
v/c Ratio	0.05	0.01	0.04	0.36	0.04	0.40	0.30	0.11	0.53
Control Delay	45.4	35.0	0.1	38.6	24.8	42.4	12.1	44.6	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	45.4	35.0	0.1	38.6	24.8	42.4	12.2	44.6	19.5
LOS	D	C	A	D	C	D	B	D	B
Approach Delay		16.3			36.4		15.9		19.9
Approach LOS		B			D		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	14	98	16	2	88	536	97	16	915	33
Future Volume (veh/h)	7	2	14	98	16	2	88	536	97	16	915	33
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	2	13	102	17	2	92	558	85	17	953	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	16	181	154	132	266	31	124	1379	209	37	1395	45
Arrive On Green	0.01	0.10	0.10	0.07	0.16	0.16	0.07	0.45	0.45	0.02	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	1642	193	1781	3093	470	1781	3512	114
Grp Volume(v), veh/h	7	2	13	102	0	19	92	320	323	17	482	502
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1836	1781	1777	1786	1781	1777	1850
Q Serve(g_s), s	0.2	0.1	0.4	3.0	0.0	0.5	2.7	6.5	6.6	0.5	12.0	12.0
Cycle Q Clear(g_c), s	0.2	0.1	0.4	3.0	0.0	0.5	2.7	6.5	6.6	0.5	12.0	12.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.26	1.00		0.06
Lane Grp Cap(c), veh/h	16	181	154	132	0	297	124	792	796	37	705	734
V/C Ratio(X)	0.43	0.01	0.08	0.77	0.00	0.06	0.74	0.40	0.41	0.46	0.68	0.68
Avail Cap(c_a), veh/h	279	838	710	545	0	1096	412	1718	1727	279	1585	1651
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	21.9	22.0	24.3	0.0	19.0	24.4	10.0	10.0	25.9	13.4	13.4
Incr Delay (d2), s/veh	6.4	0.0	0.2	3.6	0.0	0.1	3.3	0.3	0.3	3.2	1.2	1.1
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	0.0	0.1	1.3	0.0	0.2	1.2	2.1	2.1	0.2	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	21.9	22.3	27.9	0.0	19.1	27.7	10.4	10.4	29.2	14.5	14.5
LnGrp LOS	C	C	C	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		22			121			735			1001	
Approach Delay, s/veh		25.6			26.5			12.5			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	29.0	8.6	10.3	8.3	26.4	5.1	13.8
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	51.8	16.4	24.0	12.4	47.8	8.4	32.0
Max Q Clear Time (g_c+I1), s	2.5	8.6	5.0	2.4	4.7	14.0	2.2	2.5
Green Ext Time (p_c), s	0.0	4.3	0.1	0.0	0.1	7.2	0.0	0.1

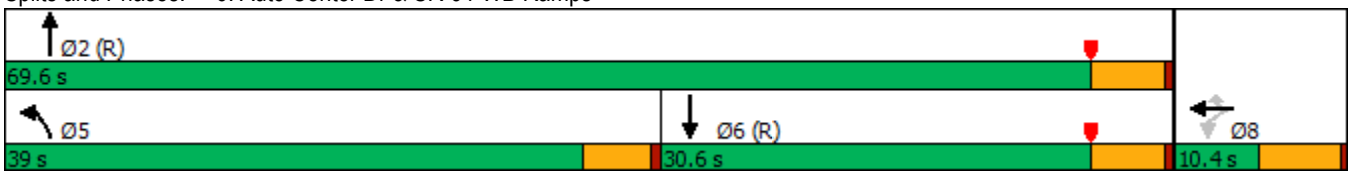
Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

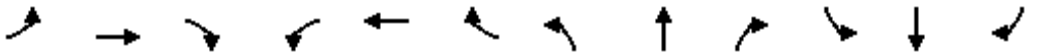
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	99	87	61	803	660	301
Future Volume (vph)	99	87	61	803	660	301
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	10.4	10.4	10.4	39.0	69.6	30.6
Total Split (%)	13.0%	13.0%	13.0%	48.8%	87.0%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	5.1	5.1	5.1	34.4	64.7	25.7
Actuated g/C Ratio	0.06	0.06	0.06	0.43	0.81	0.32
v/c Ratio	0.95	0.98	0.38	1.20	0.26	1.61dr
Control Delay	117.3	122.6	12.0	124.4	1.3	111.4
Queue Delay	0.0	0.0	0.0	0.1	0.0	1.0
Total Delay	117.3	122.6	12.0	124.5	1.3	112.3
LOS	F	F	B	F	A	F
Approach Delay		93.5			69.0	112.3
Approach LOS		F			E	F

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 87.5	Intersection LOS: F
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	99	87	61	803	660	0	0	301	727
Future Volume (veh/h)	0	0	0	99	87	61	803	660	0	0	301	727
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		0.99
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				106	108	42	912	750	0	0	342	434
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				114	119	101	766	2874	0	0	571	502
Arrive On Green				0.06	0.06	0.06	0.72	1.00	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1781	1870	1585	1781	3647	0	0	1870	1562
Grp Volume(v), veh/h				106	108	42	912	750	0	0	342	434
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1781	1777	0	0	1777	1562
Q Serve(g_s), s				4.7	4.6	2.0	34.4	0.0	0.0	0.0	12.9	20.9
Cycle Q Clear(g_c), s				4.7	4.6	2.0	34.4	0.0	0.0	0.0	12.9	20.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				114	119	101	766	2874	0	0	571	502
V/C Ratio(X)				0.93	0.91	0.42	1.19	0.26	0.00	0.00	0.60	0.86
Avail Cap(c_a), veh/h				114	119	101	766	2874	0	0	571	502
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.69	0.69	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				37.3	37.2	36.0	11.3	0.0	0.0	0.0	22.8	25.5
Incr Delay (d2), s/veh				62.9	53.2	1.0	95.0	0.2	0.0	0.0	3.9	15.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.9	3.7	0.8	24.8	0.1	0.0	0.0	5.7	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				100.2	90.4	37.0	106.2	0.2	0.0	0.0	26.7	41.0
LnGrp LOS				F	F	D	F	A	A	A	C	D
Approach Vol, veh/h					256			1662			776	
Approach Delay, s/veh					85.7			58.4			34.7	
Approach LOS					F			E			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.6		39.0	30.6		10.4						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	64.7		34.4	25.7		5.1						
Max Q Clear Time (g_c+I1), s	2.0		36.4	22.9		6.7						
Green Ext Time (p_c), s	3.7		0.0	1.0		0.0						

Intersection Summary		
HCM 6th Ctrl Delay		54.2
HCM 6th LOS		D

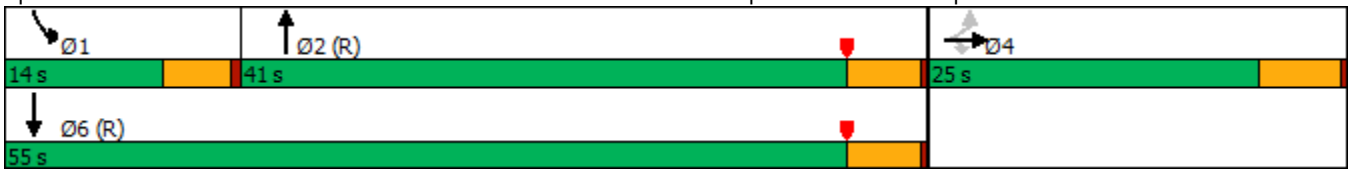
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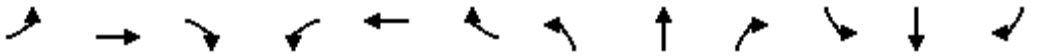
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	432	3	492	1030	54	347
Future Volume (vph)	432	3	492	1030	54	347
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	25.0	25.0	25.0	41.0	14.0	55.0
Total Split (%)	31.3%	31.3%	31.3%	51.3%	17.5%	68.8%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	16.2	16.2	16.2	45.5	7.7	53.6
Actuated g/C Ratio	0.20	0.20	0.20	0.57	0.10	0.67
v/c Ratio	0.68	0.68	0.72	0.67	0.33	0.16
Control Delay	39.2	39.4	9.2	13.4	24.3	5.8
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	39.2	39.4	9.2	13.6	24.3	5.8
LOS	D	D	A	B	C	A
Approach Delay		23.3		13.6		8.3
Approach LOS		C		B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	3	492	0	0	0	0	1030	753	54	347	0
Future Volume (veh/h)	432	3	492	0	0	0	0	1030	753	54	347	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	462	0	440				0	1096	681	57	369	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, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	877	0	390				0	1783	820	80	2225	0
Arrive On Green	0.25	0.00	0.25				0.00	0.52	0.52	0.09	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1565	1781	3647	0
Grp Volume(v), veh/h	462	0	440				0	1096	681	57	369	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1565	1781	1777	0
Q Serve(g_s), s	9.0	0.0	19.7				0.0	18.1	29.3	2.5	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	19.7				0.0	18.1	29.3	2.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	877	0	390				0	1783	820	80	2225	0
V/C Ratio(X)	0.53	0.00	1.13				0.00	0.61	0.83	0.71	0.17	0.00
Avail Cap(c_a), veh/h	877	0	390				0	1783	820	209	2225	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.39	0.39	0.09	0.09	0.00
Uniform Delay (d), s/veh	26.1	0.0	30.1				0.0	13.4	16.1	35.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	84.8				0.0	0.6	4.0	1.1	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
%ile BackOfQ(50%),veh/ln	3.7	0.0	16.4				0.0	6.2	9.9	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	115.0				0.0	14.0	20.0	37.0	0.0	0.0
LnGrp LOS	C	A	F				A	B	C	D	A	A
Approach Vol, veh/h		902						1777			426	
Approach Delay, s/veh		69.6						16.3			5.0	
Approach LOS		E						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.2	46.8		25.0		55.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	9.4	36.1		19.7		50.1
Max Q Clear Time (g_c+I1), s	4.5	31.3		21.7		2.0
Green Ext Time (p_c), s	0.0	3.4		0.0		1.6

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

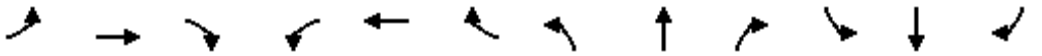
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	152	14	332	24	76	1336	148	633
Future Volume (vph)	152	14	332	24	76	1336	148	633
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	33.0	33.0	33.0	33.0	8.4	49.1	7.3	50.8
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.08	0.47	0.07	0.49
v/c Ratio	0.73	0.14	0.82	0.55	0.55	0.88	0.63	0.42
Control Delay	53.5	9.6	50.6	19.1	65.4	32.9	63.7	20.3
Queue Delay	0.0	0.0	0.0	0.0	3.7	49.1	0.0	0.0
Total Delay	53.5	9.6	50.6	19.1	69.0	82.0	63.7	20.3
LOS	D	A	D	B	E	F	E	C
Approach Delay		39.2		35.1		81.4		28.0
Approach LOS		D		D		F		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 104.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 55.0	Intersection LOS: D
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	14	60	332	24	296	76	1336	70	148	633	56
Future Volume (veh/h)	152	14	60	332	24	296	76	1336	70	148	633	56
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	14	52	342	25	174	78	1377	72	153	653	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	110	408	458	64	442	100	1625	85	218	1582	140
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.06	0.47	0.47	0.06	0.48	0.48
Sat Flow, veh/h	1183	347	1290	1334	201	1396	1781	3433	179	3456	3295	292
Grp Volume(v), veh/h	157	0	66	342	0	199	78	711	738	153	352	359
Grp Sat Flow(s),veh/h/ln	1183	0	1637	1334	0	1597	1781	1777	1835	1728	1777	1810
Q Serve(g_s), s	11.7	0.0	2.8	24.1	0.0	9.5	4.2	34.5	34.7	4.3	12.6	12.6
Cycle Q Clear(g_c), s	21.2	0.0	2.8	26.9	0.0	9.5	4.2	34.5	34.7	4.3	12.6	12.6
Prop In Lane	1.00		0.79	1.00		0.87	1.00		0.10	1.00		0.16
Lane Grp Cap(c), veh/h	333	0	518	458	0	506	100	841	869	218	853	869
V/C Ratio(X)	0.47	0.00	0.13	0.75	0.00	0.39	0.78	0.85	0.85	0.70	0.41	0.41
Avail Cap(c_a), veh/h	481	0	723	624	0	705	189	995	1028	261	941	958
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	23.8	33.4	0.0	26.1	45.7	22.7	22.7	45.0	16.5	16.5
Incr Delay (d2), s/veh	1.0	0.0	0.1	3.3	0.0	0.5	4.8	6.0	6.0	4.5	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	3.5	0.0	1.1	8.1	0.0	3.7	2.0	14.7	15.3	1.9	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	24.0	36.7	0.0	26.6	50.5	28.6	28.7	49.5	16.8	16.8
LnGrp LOS	D	A	C	D	A	C	D	C	C	D	B	B
Approach Vol, veh/h		223			541			1527			864	
Approach Delay, s/veh		32.1			33.0			29.8			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	51.5		35.8	10.1	52.2		35.8				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	7.4	54.9		* 43	10.4	51.9		* 43				
Max Q Clear Time (g_c+I1), s	6.3	36.7		23.2	6.2	14.6		28.9				
Green Ext Time (p_c), s	0.0	9.7		0.9	0.0	4.8		2.2				

Intersection Summary			
HCM 6th Ctrl Delay		28.5	
HCM 6th LOS		C	

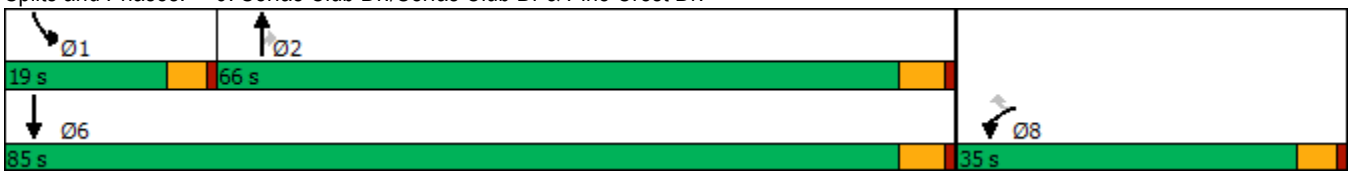
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	194	243	1239	76	215	811
Future Volume (vph)	194	243	1239	76	215	811
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	15.5	15.5	43.1	43.1	14.9	62.8
Actuated g/C Ratio	0.18	0.18	0.49	0.49	0.17	0.71
v/c Ratio	0.67	0.56	0.77	0.11	0.78	0.35
Control Delay	47.2	12.0	22.1	6.6	58.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	62.7	0.5
Total Delay	47.2	12.0	22.1	6.6	120.7	6.1
LOS	D	B	C	A	F	A
Approach Delay	27.7		21.2			30.1
Approach LOS	C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 25.5	Intersection LOS: C
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	194	243	1239	76	215	811
Future Volume (veh/h)	194	243	1239	76	215	811
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	200	1332	71	231	872
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	279	248	1781	777	272	2540
Arrive On Green	0.16	0.16	0.50	0.50	0.15	0.71
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	209	200	1332	71	231	872
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	8.5	9.2	22.6	1.8	9.5	7.0
Cycle Q Clear(g_c), s	8.5	9.2	22.6	1.8	9.5	7.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	279	248	1781	777	272	2540
V/C Ratio(X)	0.75	0.80	0.75	0.09	0.85	0.34
Avail Cap(c_a), veh/h	717	638	2866	1251	340	3760
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	30.4	30.7	15.0	9.9	31.1	4.1
Incr Delay (d2), s/veh	1.5	2.3	0.6	0.1	12.8	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	3.7	3.6	8.0	0.6	4.9	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.9	33.1	15.7	9.9	44.0	4.2
LnGrp LOS	C	C	B	A	D	A
Approach Vol, veh/h	409		1403			1103
Approach Delay, s/veh	32.5		15.4			12.5
Approach LOS	C		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.1	42.9				59.1	16.4
Change Period (Y+Rc), s	4.6	5.1				5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9				79.9	30.4
Max Q Clear Time (g_c+I1), s	11.5	24.6				9.0	11.2
Green Ext Time (p_c), s	0.1	13.2				7.4	0.6

Intersection Summary			
HCM 6th Ctrl Delay		16.7	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	3	0	427	7	1
Future Vol, veh/h	290	3	0	427	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	315	3	0	464	8	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	318	0	781	317
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	464	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1242	-	363	724
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1242	-	363	724
Mov Cap-2 Maneuver	-	-	-	-	363	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	633	-

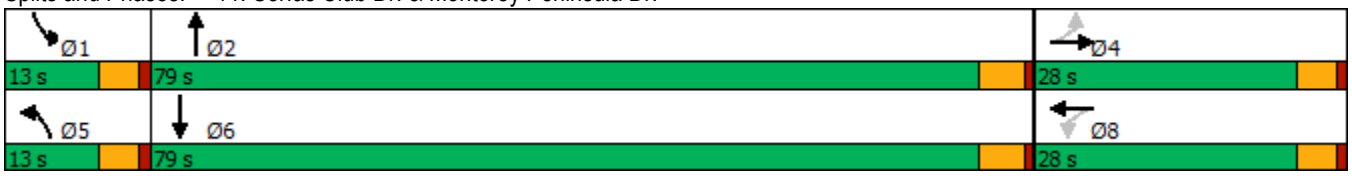
Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

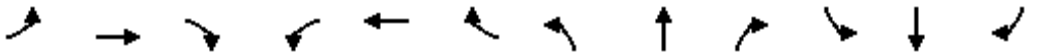
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	387	-	-	1242	-
HCM Lane V/C Ratio	0.022	-	-	-	-
HCM Control Delay (s)	14.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	87	3	13	2	7	1195	18	934
Future Volume (vph)	87	3	13	2	7	1195	18	934
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	28.0	28.0	28.0	28.0	13.0	79.0	13.0	79.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.8%	65.8%	10.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		13.9		13.9	5.5	55.2	6.0	57.4
Actuated g/C Ratio		0.17		0.17	0.07	0.67	0.07	0.69
v/c Ratio		0.51		0.18	0.07	0.55	0.15	0.83
Control Delay		39.6		18.6	47.0	9.5	46.8	18.0
Queue Delay		0.0		0.0	0.0	0.1	0.0	0.0
Total Delay		39.6		18.6	47.0	9.7	46.8	18.0
LOS		D		B	D	A	D	B
Approach Delay		39.6		18.6		9.9		18.5
Approach LOS		D		B		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 83	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	3	26	13	2	34	7	1195	3	18	934	54
Future Volume (veh/h)	87	3	26	13	2	34	7	1195	3	18	934	54
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		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	3	19	14	2	31	8	1285	3	19	1004	53
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	15	33	104	36	145	18	2333	5	39	1149	61
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.64	0.64	0.02	0.65	0.65
Sat Flow, veh/h	1131	110	243	284	269	1071	1781	3637	8	1781	1758	93
Grp Volume(v), veh/h	116	0	0	47	0	0	8	628	660	19	0	1057
Grp Sat Flow(s),veh/h/ln	1483	0	0	1624	0	0	1781	1777	1869	1781	0	1851
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	0.3	13.9	13.9	0.7	0.0	32.8
Cycle Q Clear(g_c), s	5.0	0.0	0.0	1.8	0.0	0.0	0.3	13.9	13.9	0.7	0.0	32.8
Prop In Lane	0.81		0.16	0.30		0.66	1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	292	0	0	285	0	0	18	1140	1199	39	0	1209
V/C Ratio(X)	0.40	0.00	0.00	0.16	0.00	0.00	0.44	0.55	0.55	0.48	0.00	0.87
Avail Cap(c_a), veh/h	567	0	0	583	0	0	211	1849	1945	211	0	1927
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	27.3	0.0	0.0	34.9	7.1	7.1	34.3	0.0	10.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.3	0.0	0.0	6.0	0.4	0.4	3.4	0.0	2.9
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	1.9	0.0	0.0	0.7	0.0	0.0	0.2	4.0	4.2	0.3	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	0.0	0.0	27.6	0.0	0.0	40.9	7.5	7.5	37.7	0.0	12.8
LnGrp LOS	C	A	A	C	A	A	D	A	A	D	A	B
Approach Vol, veh/h		116			47			1296			1076	
Approach Delay, s/veh		29.4			27.6			7.7			13.3	
Approach LOS		C			C			A			B	

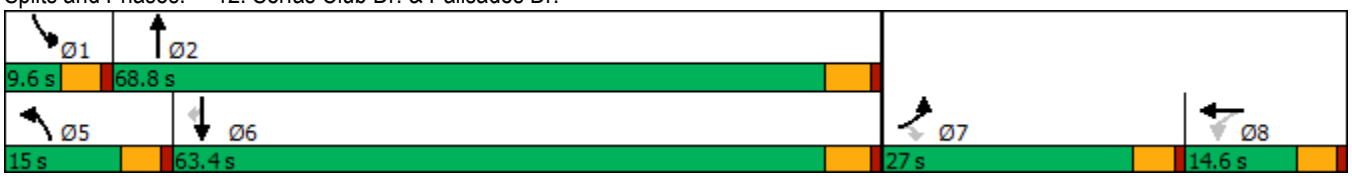
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	50.6		14.2	5.3	51.5		14.2				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	8.4	73.9		23.4	8.4	73.9		23.4				
Max Q Clear Time (g_c+I1), s	2.7	15.9		7.0	2.3	34.8		3.8				
Green Ext Time (p_c), s	0.0	11.9		0.5	0.0	11.6		0.2				

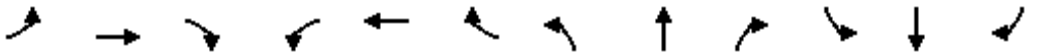
Intersection Summary			
HCM 6th Ctrl Delay		11.4	
HCM 6th LOS		B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	201	13	43	1003	455	518		
Future Volume (vph)	201	13	43	1003	455	518		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	27.0	27.0	15.0	68.8	63.4	63.4	9.6	14.6
Total Split (%)	22.5%	22.5%	12.5%	57.3%	52.8%	52.8%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	11.9	11.9	6.6	32.4	26.1	26.1		
Actuated g/C Ratio	0.22	0.22	0.12	0.59	0.48	0.48		
v/c Ratio	0.29	0.03	0.22	0.52	0.56	0.62		
Control Delay	21.8	0.2	29.4	7.2	14.5	8.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	21.8	0.2	29.4	7.2	14.5	8.4		
LOS	C	A	C	A	B	A		
Approach Delay				8.1	11.3			
Approach LOS				A	B			

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 54.7			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	0	13	0	0	0	43	1003	0	0	455	518
Future Volume (veh/h)	201	0	13	0	0	0	43	1003	0	0	455	518
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	218	0	10	0	0	0	47	1090	0	0	495	473
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, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	719	0	0	0	4	0	88	2045	0	4	792	656
Arrive On Green	0.21	0.00	0.00	0.00	0.00	0.00	0.05	0.58	0.00	0.00	0.42	0.42
Sat Flow, veh/h	3456	218		0	-86037	0	1781	3647	0	1781	1870	1548
Grp Volume(v), veh/h	218	15.2		0	0	0	47	1090	0	0	495	473
Grp Sat Flow(s),veh/h/ln	1728	B		0	1870	0	1781	1777	0	1781	1870	1548
Q Serve(g_s), s	2.4			0.0	0.0	0.0	1.2	8.4	0.0	0.0	9.3	11.4
Cycle Q Clear(g_c), s	2.4			0.0	0.0	0.0	1.2	8.4	0.0	0.0	9.3	11.4
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	719			0	4	0	88	2045	0	4	792	656
V/C Ratio(X)	0.30			0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.62	0.72
Avail Cap(c_a), veh/h	1726			0	417	0	413	5047	0	199	2431	2012
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.0			0.0	0.0	0.0	20.8	5.8	0.0	0.0	10.1	10.7
Incr Delay (d2), s/veh	0.2			0.0	0.0	0.0	1.9	0.2	0.0	0.0	0.8	1.5
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
%ile BackOfQ(50%),veh/ln	0.7			0.0	0.0	0.0	0.5	1.8	0.0	0.0	2.9	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2			0.0	0.0	0.0	22.7	6.0	0.0	0.0	10.9	12.2
LnGrp LOS	B			A	A	A	C	A	A	A	B	B
Approach Vol, veh/h					0			1137			968	
Approach Delay, s/veh					0.0			6.7			11.6	
Approach LOS								A			B	

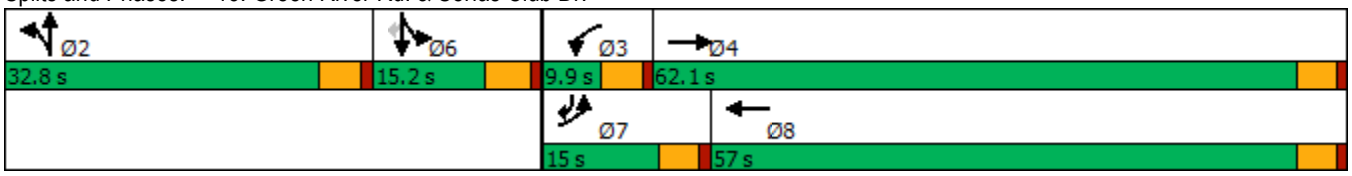
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	30.9			6.8	24.1	13.9	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	63.7			10.4	58.3	22.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	10.4			3.2	13.4	4.4	0.0				
Green Ext Time (p_c), s	0.0	10.2			0.0	5.6	0.6	0.0				

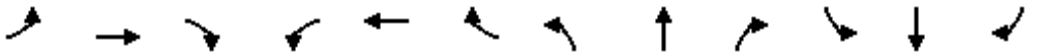
Intersection Summary			
HCM 6th Ctrl Delay		9.6	
HCM 6th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	420	629	18	1912	65	148	23	283
Future Volume (vph)	420	629	18	1912	65	148	23	283
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	15.0	62.1	9.9	57.0	32.8	15.2	15.2	15.0
Total Split (%)	12.5%	51.8%	8.3%	47.5%	27.3%	12.7%	12.7%	12.5%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.4	63.7	5.2	52.5	13.2	10.0	10.0	25.7
Actuated g/C Ratio	0.10	0.60	0.05	0.50	0.13	0.09	0.09	0.24
v/c Ratio	1.28	0.31	0.22	1.39	0.47	0.55	0.56	0.48
Control Delay	184.8	12.1	56.6	206.4	41.4	60.6	60.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	184.8	12.1	56.6	206.4	41.4	60.6	60.8	7.2
LOS	F	B	E	F	D	E	E	A
Approach Delay		81.0		205.2	41.4		27.4	
Approach LOS		F		F	D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 147.2	Intersection LOS: F
Intersection Capacity Utilization 103.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	629	5	18	1912	409	8	65	36	148	23	283
Future Volume (veh/h)	420	629	5	18	1912	409	8	65	36	148	23	283
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	433	648	5	19	1971	273	8	67	27	170	0	181
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	2162	17	36	1621	219	13	109	44	352	0	319
Arrive On Green	0.10	0.60	0.60	0.02	0.52	0.52	0.09	0.09	0.09	0.10	0.00	0.10
Sat Flow, veh/h	3456	3614	28	1781	3141	424	140	1168	471	3563	0	1585
Grp Volume(v), veh/h	433	319	334	19	1093	1151	102	0	0	170	0	181
Grp Sat Flow(s),veh/h/ln	1728	1777	1865	1781	1777	1789	1779	0	0	1781	0	1585
Q Serve(g_s), s	10.4	8.9	8.9	1.1	52.3	52.3	5.6	0.0	0.0	4.6	0.0	10.0
Cycle Q Clear(g_c), s	10.4	8.9	8.9	1.1	52.3	52.3	5.6	0.0	0.0	4.6	0.0	10.0
Prop In Lane	1.00		0.01	1.00		0.24	0.08		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	355	1063	1116	36	917	923	166	0	0	352	0	319
V/C Ratio(X)	1.22	0.30	0.30	0.52	1.19	1.25	0.62	0.00	0.00	0.48	0.00	0.57
Avail Cap(c_a), veh/h	355	1063	1116	93	917	923	493	0	0	352	0	319
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	1.00
Uniform Delay (d), s/veh	45.5	10.0	10.0	49.1	24.5	24.5	44.2	0.0	0.0	43.2	0.0	36.5
Incr Delay (d2), s/veh	122.2	0.2	0.1	4.2	97.3	120.1	1.4	0.0	0.0	1.0	0.0	2.3
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	10.4	3.3	3.5	0.5	45.1	51.3	2.5	0.0	0.0	2.0	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	167.7	10.1	10.1	53.4	121.8	144.6	45.6	0.0	0.0	44.3	0.0	38.8
LnGrp LOS	F	B	B	D	F	F	D	A	A	D	A	D
Approach Vol, veh/h		1086			2263			102			351	
Approach Delay, s/veh		72.9			132.8			45.6			41.5	
Approach LOS		E			F			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.1	6.7	65.3		15.2	15.0	57.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.3	* 57		10.0	10.4	* 52				
Max Q Clear Time (g_c+I1), s		7.6	3.1	10.9		12.0	12.4	54.3				
Green Ext Time (p_c), s		0.3	0.0	4.6		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		104.9
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	147	3	0	644	0	7
Future Vol, veh/h	147	3	0	644	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	160	3	0	700	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	160
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	885
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	885
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	885	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	9.1	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	289	429	5	5	8
Future Vol, veh/h	2	289	429	5	5	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	357	530	6	6	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	536	0	-	0	894	533
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1032	-	-	-	312	547
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1032	-	-	-	311	547
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	705	-

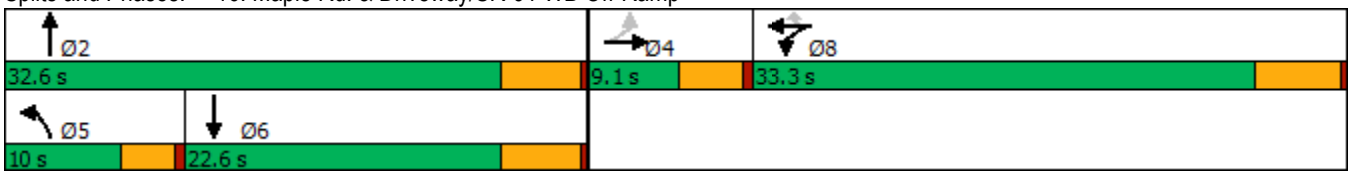
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.8
HCM LOS			B

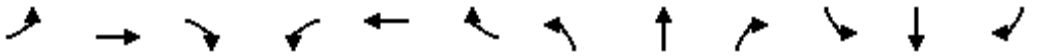
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1032	-	-	-	423
HCM Lane V/C Ratio	0.002	-	-	-	0.038
HCM Control Delay (s)	8.5	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	3	0	62	7	93	10	417	431
Future Volume (vph)	3	0	62	7	93	10	417	431
Turn Type	Perm	NA	Split	NA	Perm	Prot	NA	NA
Protected Phases		4	8	8		5	2	6
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	5	2	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)	9.1	9.1	33.3	33.3	33.3	8.5	29.9	9.9
Total Split (s)	9.1	9.1	33.3	33.3	33.3	10.0	32.6	22.6
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	13.3%	43.5%	30.1%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	3.0	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.1	5.3	5.3	5.3	3.5	4.9	4.9
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max
Act Effct Green (s)		5.2	8.6	8.6	8.6	5.4	33.9	32.6
Actuated g/C Ratio		0.10	0.17	0.17	0.17	0.11	0.66	0.64
v/c Ratio		0.02	0.13	0.13	0.26	0.06	0.19	0.21
Control Delay		0.2	17.3	17.3	3.5	25.6	7.4	9.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.2	17.3	17.3	3.5	25.6	7.4	9.8
LOS		A	B	B	A	C	A	A
Approach Delay		0.2		9.3			7.8	9.8
Approach LOS		A		A			A	A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 33.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	3	62	7	93	10	417	0	0	431	9
Future Volume (veh/h)	3	0	3	62	7	93	10	417	0	0	431	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		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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	3	0	3	71	0	99	11	444	0	0	459	10
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	7	0	7	343	0	153	25	2099	0	0	1784	39
Arrive On Green	0.01	0.00	0.01	0.10	0.00	0.10	0.01	0.59	0.00	0.00	0.50	0.50
Sat Flow, veh/h	839	0	839	3563	0	1585	1781	3647	0	0	3649	77
Grp Volume(v), veh/h	6	0	0	71	0	99	11	444	0	0	229	240
Grp Sat Flow(s),veh/h/ln	1677	0	0	1781	0	1585	1781	1777	0	0	1777	1856
Q Serve(g_s), s	0.2	0.0	0.0	0.9	0.0	2.8	0.3	2.7	0.0	0.0	3.5	3.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.9	0.0	2.8	0.3	2.7	0.0	0.0	3.5	3.5
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.00	0.00		0.04
Lane Grp Cap(c), veh/h	13	0	0	343	0	153	25	2099	0	0	892	932
V/C Ratio(X)	0.45	0.00	0.00	0.21	0.00	0.65	0.43	0.21	0.00	0.00	0.26	0.26
Avail Cap(c_a), veh/h	179	0	0	2127	0	946	247	2099	0	0	892	932
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	19.5	0.0	20.4	22.9	4.5	0.0	0.0	6.7	6.7
Incr Delay (d2), s/veh	8.4	0.0	0.0	0.1	0.0	1.7	4.3	0.2	0.0	0.0	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	0.1	0.0	0.0	0.3	0.0	0.9	0.1	0.6	0.0	0.0	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	0.0	19.6	0.0	22.1	27.2	4.7	0.0	0.0	7.4	7.4
LnGrp LOS	C	A	A	B	A	C	C	A	A	A	A	A
Approach Vol, veh/h		6			170			455			469	
Approach Delay, s/veh		31.5			21.1			5.3			7.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.5	4.2	28.4		9.8				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	6.5	17.7		28.0				
Max Q Clear Time (g_c+I1), s		4.7		2.2	2.3	5.5		4.8				
Green Ext Time (p_c), s		1.9		0.0	0.0	1.4		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

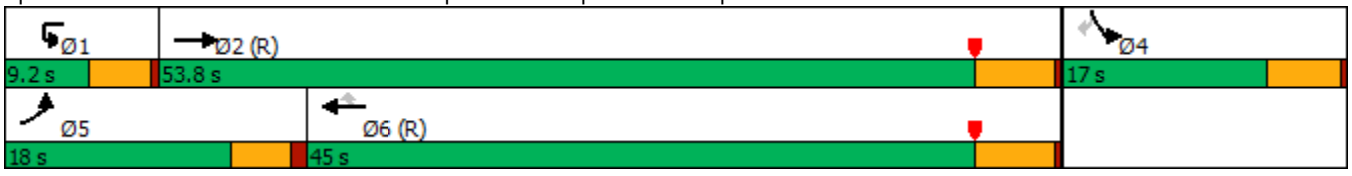
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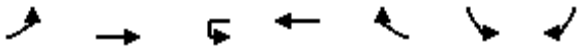
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	245	475	1482	181	217	280	
Future Volume (vph)	245	475	1482	181	217	280	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	18.0	53.8	45.0	45.0	17.0	17.0	9.2
Total Split (%)	22.5%	67.3%	56.3%	56.3%	21.3%	21.3%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	14.9	59.3	39.8	39.8	10.5	10.5	
Actuated g/C Ratio	0.19	0.74	0.50	0.50	0.13	0.13	
v/c Ratio	0.89	0.22	1.00	0.24	0.57	0.85	
Control Delay	63.6	3.6	43.3	2.5	37.6	34.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.6	3.6	43.3	2.5	37.6	34.0	
LOS	E	A	D	A	D	C	
Approach Delay		24.1	38.9		35.6		
Approach LOS		C	D		D		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	245	475	0	1482	181	217	280
Future Volume (veh/h)	245	475	0	1482	181	217	280
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	292	565		1764	169	258	265
Peak Hour Factor	0.84	0.84		0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	298	2563		1764	770	523	240
Arrive On Green	0.17	0.72		0.50	0.50	0.15	0.15
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	292	565		1764	169	258	265
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	13.1	4.2		39.7	4.9	5.5	12.1
Cycle Q Clear(g_c), s	13.1	4.2		39.7	4.9	5.5	12.1
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	298	2563		1764	770	523	240
V/C Ratio(X)	0.98	0.22		1.00	0.22	0.49	1.11
Avail Cap(c_a), veh/h	298	2563		1764	770	523	240
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.63	0.63	0.99	0.99
Uniform Delay (d), s/veh	33.2	3.7		20.1	11.4	31.1	34.0
Incr Delay (d2), s/veh	46.1	0.2		17.1	0.4	0.3	89.0
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.9		18.3	1.6	2.2	15.8
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	79.3	3.9		37.2	11.8	31.4	122.9
LnGrp LOS	E	A		F	B	C	F
Approach Vol, veh/h		857		1933		523	
Approach Delay, s/veh		29.6		35.0		77.8	
Approach LOS		C		D		E	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		63.0		17.0	18.0	45.0	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		48.5		12.1	13.4	39.7	
Max Q Clear Time (g_c+I1), s		6.2		14.1	15.1	41.7	
Green Ext Time (p_c), s		2.3		0.0	0.0	0.0	

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

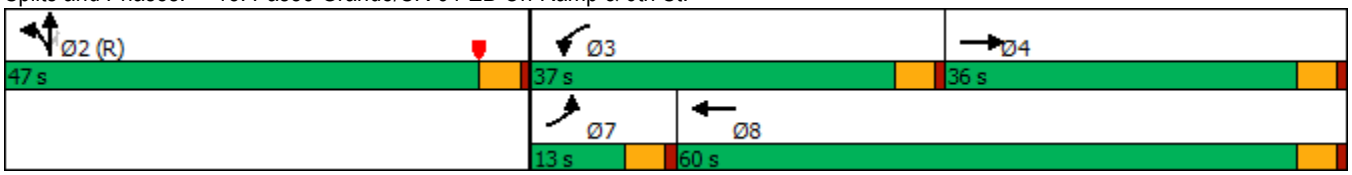
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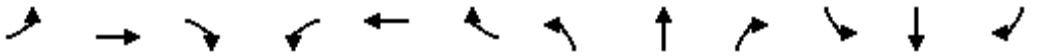
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	139	370	453	1217	446	416	355
Future Volume (vph)	139	370	453	1217	446	416	355
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	13.0	36.0	37.0	60.0	47.0	47.0	47.0
Total Split (%)	10.8%	30.0%	30.8%	50.0%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	8.4	25.3	32.4	49.3	48.5	48.5	48.5
Actuated g/C Ratio	0.07	0.21	0.27	0.41	0.40	0.40	0.40
v/c Ratio	1.23	0.79	1.03	0.74	0.64	0.70	0.45
Control Delay	200.9	47.3	92.8	31.3	35.3	37.5	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	200.9	47.3	92.8	31.3	35.3	37.5	4.4
LOS	F	D	F	C	D	D	A
Approach Delay		78.1		46.4		27.1	
Approach LOS		E		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 46.0	Intersection LOS: D
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	370	185	453	1217	177	446	416	355	0	0	0
Future Volume (veh/h)	139	370	185	453	1217	177	446	416	355	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	151	402	163	492	1323	158	468	475	278			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	125	490	196	481	1842	220	740	777	650			
Arrive On Green	0.07	0.20	0.20	0.27	0.40	0.40	0.42	0.42	0.42			
Sat Flow, veh/h	1781	2460	984	1781	4614	551	1781	1870	1564			
Grp Volume(v), veh/h	151	289	276	492	976	505	468	475	278			
Grp Sat Flow(s),veh/h/ln	1781	1777	1667	1781	1702	1761	1781	1870	1564			
Q Serve(g_s), s	8.4	18.6	19.1	32.4	29.0	29.0	25.0	23.9	15.2			
Cycle Q Clear(g_c), s	8.4	18.6	19.1	32.4	29.0	29.0	25.0	23.9	15.2			
Prop In Lane	1.00		0.59	1.00		0.31	1.00		1.00			
Lane Grp Cap(c), veh/h	125	354	332	481	1359	703	740	777	650			
V/C Ratio(X)	1.21	0.82	0.83	1.02	0.72	0.72	0.63	0.61	0.43			
Avail Cap(c_a), veh/h	125	465	436	481	1572	813	740	777	650			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.95	0.46	0.46	0.46	1.00	1.00	1.00			
Uniform Delay (d), s/veh	55.8	45.9	46.1	43.8	30.4	30.4	27.8	27.5	24.9			
Incr Delay (d2), s/veh	146.1	7.9	9.6	33.8	0.6	1.2	4.1	3.6	2.1			
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	8.8	8.9	8.7	18.5	11.7	12.2	11.5	11.5	5.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	201.9	53.8	55.7	77.6	31.0	31.6	31.9	31.0	27.0			
LnGrp LOS	F	D	E	F	C	C	C	C	C			
Approach Vol, veh/h		716			1973			1221				
Approach Delay, s/veh		85.8			42.8			30.4				
Approach LOS		F			D			C				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		54.5	37.0	28.5			13.0	52.5				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		42.4	32.4	31.4			8.4	55.4				
Max Q Clear Time (g_c+I1), s		27.0	34.4	21.1			10.4	31.0				
Green Ext Time (p_c), s		3.2	0.0	2.5			0.0	11.4				

Intersection Summary												
HCM 6th Ctrl Delay			46.8									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	57.9
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	189	15	64	974	262	278
Future Vol, veh/h	189	15	64	974	262	278
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	203	16	69	1047	282	299
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	15.1	88.1	15.9
HCM LOS	C	F	C

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	16%	0%	93%	0%	0%
Vol Thru, %	84%	100%	0%	100%	0%
Vol Right, %	0%	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	389	649	204	262	278
LT Vol	64	0	189	0	0
Through Vol	325	649	0	262	0
RT Vol	0	0	15	0	278
Lane Flow Rate	418	698	219	282	299
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.727	1.198	0.419	0.521	0.495
Departure Headway (Hd)	6.26	6.176	7.057	6.936	6.222
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	577	593	513	524	583
Service Time	3.993	3.909	5.057	4.636	3.922
HCM Lane V/C Ratio	0.724	1.177	0.427	0.538	0.513
HCM Control Delay	23.9	126.5	15.1	16.9	14.9
HCM Lane LOS	C	F	C	C	B
HCM 95th-tile Q	6.1	24.8	2.1	3	2.7

Intersection	
Intersection Delay, s/veh	166.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	39	11	65	82	193	7	786	37	13	252	11
Future Vol, veh/h	59	39	11	65	82	193	7	786	37	13	252	11
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	42	12	71	89	210	8	854	40	14	274	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.7	26.4	291.7	21
HCM LOS	C	D	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	54%	19%	5%
Vol Thru, %	95%	36%	24%	91%
Vol Right, %	4%	10%	57%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	830	109	340	276
LT Vol	7	59	65	13
Through Vol	786	39	82	252
RT Vol	37	11	193	11
Lane Flow Rate	902	118	370	300
Geometry Grp	1	1	1	1
Degree of Util (X)	1.591	0.258	0.685	0.573
Departure Headway (Hd)	6.349	9.412	7.917	7.896
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	568	384	462	459
Service Time	4.445	7.412	5.917	5.896
HCM Lane V/C Ratio	1.588	0.307	0.801	0.654
HCM Control Delay	291.7	15.7	26.4	21
HCM Lane LOS	F	C	D	C
HCM 95th-tile Q	48.2	1	5.1	3.5

Intersection	
Intersection Delay, s/veh	308.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	21	62	262	80	471	47	395	174	74	258	3
Future Vol, veh/h	3	21	62	262	80	471	47	395	174	74	258	3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	26	76	320	98	574	57	482	212	90	315	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21.1	467.4	275.2	59.5
HCM LOS	C	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	3%	32%	22%
Vol Thru, %	64%	24%	10%	77%
Vol Right, %	28%	72%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	616	86	813	335
LT Vol	47	3	262	74
Through Vol	395	21	80	258
RT Vol	174	62	471	3
Lane Flow Rate	751	105	991	409
Geometry Grp	1	1	1	1
Degree of Util (X)	1.526	0.258	1.978	0.876
Departure Headway (Hd)	9.816	13.515	8.241	11.515
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	376	267	456	319
Service Time	7.816	11.515	6.241	9.515
HCM Lane V/C Ratio	1.997	0.393	2.173	1.282
HCM Control Delay	275.2	21.1	467.4	59.5
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	30.9	1	58.9	8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	10	3	589	568	13
Future Vol, veh/h	28	10	3	589	568	13
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	14	4	818	789	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1651	825	834	0	-	0
Stage 1	825	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	109	372	799	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	102	362	778	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	778	-	261	-	-
HCM Lane V/C Ratio	0.005	-	0.202	-	-
HCM Control Delay (s)	9.7	0	22.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	1	0	4	2	575	0	2	569	7
Future Vol, veh/h	14	0	4	1	0	4	2	575	0	2	569	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	4	1	0	4	2	625	0	2	618	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1257	1255	622	1257	1259	625	626	0	0	625	0	0
Stage 1	626	626	-	629	629	-	-	-	-	-	-	-
Stage 2	631	629	-	628	630	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	148	172	487	148	171	485	956	-	-	956	-	-
Stage 1	472	477	-	470	475	-	-	-	-	-	-	-
Stage 2	469	475	-	471	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	171	487	146	170	485	956	-	-	956	-	-
Mov Cap-2 Maneuver	146	171	-	146	170	-	-	-	-	-	-	-
Stage 1	471	476	-	469	474	-	-	-	-	-	-	-
Stage 2	463	474	-	465	474	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.4	16.1	0	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	173	331	956	-	-
HCM Lane V/C Ratio	0.002	-	-	0.113	0.016	0.002	-	-
HCM Control Delay (s)	8.8	0	-	28.4	16.1	8.8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	349.9
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	244	270	541	452	122
Future Vol, veh/h	37	244	270	541	452	122
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	359	397	796	665	179
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	32.3	535.4	243.3
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	13%	0%
Vol Thru, %	67%	0%	79%
Vol Right, %	0%	87%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	811	281	574
LT Vol	270	37	0
Through Vol	541	0	452
RT Vol	0	244	122
Lane Flow Rate	1193	413	844
Geometry Grp	1	1	1
Degree of Util (X)	2.138	0.75	1.468
Departure Headway (Hd)	7.175	8.311	7.746
Convergence, Y/N	Yes	Yes	Yes
Cap	525	438	481
Service Time	5.175	6.311	5.746
HCM Lane V/C Ratio	2.272	0.943	1.755
HCM Control Delay	535.4	32.3	243.3
HCM Lane LOS	F	D	F
HCM 95th-tile Q	76.6	6.2	34.6

Intersection	
Intersection Delay, s/veh	281.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	180	0	392	0	409	152	313	242	0
Future Vol, veh/h	0	0	0	180	0	392	0	409	152	313	242	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	277	0	603	0	629	234	482	372	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

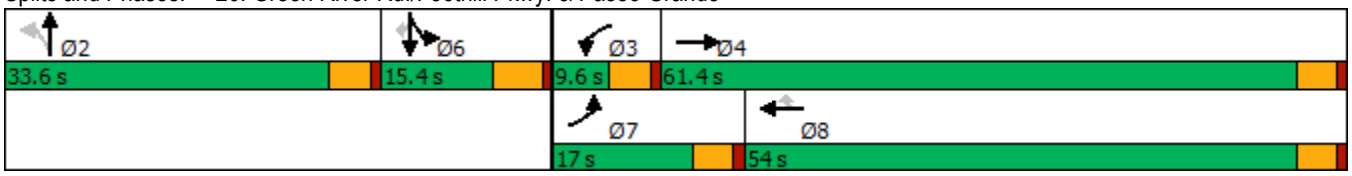
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	0	96.1	194.7	560.7
HCM LOS	-	F	F	F

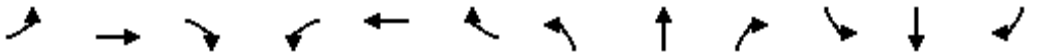
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	56%
Vol Thru, %	100%	0%	100%	0%	100%	0%	44%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	409	152	0	180	0	392	555
LT Vol	0	0	0	180	0	0	313
Through Vol	409	0	0	0	0	0	242
RT Vol	0	152	0	0	0	392	0
Lane Flow Rate	629	234	0	277	0	603	854
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	1.481	0.505	0	0.632	0	1.175	2.177
Departure Headway (Hd)	10.684	9.943	14.941	9.614	9.083	8.339	10.163
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	346	365	0	379	0	440	367
Service Time	8.384	7.643	12.641	7.314	6.783	6.039	7.863
HCM Lane V/C Ratio	1.818	0.641	0	0.731	0	1.37	2.327
HCM Control Delay	258.8	22.4	17.6	27.4	11.8	127.6	560.7
HCM Lane LOS	F	C	N	D	N	F	F
HCM 95th-tile Q	27.2	2.7	0	4.2	0	19.3	57.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	341	402	2	1735	90	2	51	0	324
Future Volume (vph)	341	402	2	1735	90	2	51	0	324
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8		2	6	6	
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	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	21.7	9.6	32.7	32.7	31.7	15.4	15.4	15.4
Total Split (s)	17.0	61.4	9.6	54.0	54.0	33.6	15.4	15.4	15.4
Total Split (%)	14.2%	51.2%	8.0%	45.0%	45.0%	28.0%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.4	4.4	4.4
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.6	65.8	5.1	50.1	50.1	12.8	10.2	10.2	10.2
Actuated g/C Ratio	0.14	0.71	0.06	0.54	0.54	0.14	0.11	0.11	0.11
v/c Ratio	0.80	0.17	0.02	0.99	0.11	0.01	0.28	0.30	0.30
Control Delay	54.0	7.3	48.0	40.4	1.1	35.0	45.6	1.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	7.3	48.0	40.4	1.1	35.0	45.6	1.3	1.3
LOS	D	A	D	D	A	C	D	A	A
Approach Delay		28.7		38.5		35.0		7.3	
Approach LOS		C		D		C		A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 92.7		
Natural Cycle: 120		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.99		
Intersection Signal Delay: 32.1	Intersection LOS: C	
Intersection Capacity Utilization 82.0%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	402	2	2	1735	90	0	2	0	51	0	324
Future Volume (veh/h)	341	402	2	2	1735	90	0	2	0	51	0	324
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	371	437	2	2	1886	84	0	2	0	55	0	197
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	442	2424	11	5	1929	861	0	10	0	196	0	349
Arrive On Green	0.13	0.67	0.67	0.00	0.54	0.54	0.00	0.01	0.00	0.11	0.00	0.11
Sat Flow, veh/h	3456	3628	17	1781	3554	1585	0	1870	0	1781	0	3170
Grp Volume(v), veh/h	371	214	225	2	1886	84	0	2	0	55	0	197
Grp Sat Flow(s),veh/h/ln	1728	1777	1867	1781	1777	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	9.5	4.1	4.1	0.1	46.9	2.3	0.0	0.1	0.0	2.6	0.0	5.4
Cycle Q Clear(g_c), s	9.5	4.1	4.1	0.1	46.9	2.3	0.0	0.1	0.0	2.6	0.0	5.4
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	442	1187	1248	5	1929	861	0	10	0	196	0	349
V/C Ratio(X)	0.84	0.18	0.18	0.41	0.98	0.10	0.00	0.20	0.00	0.28	0.00	0.56
Avail Cap(c_a), veh/h	472	1187	1248	98	1930	861	0	596	0	196	0	349
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	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	5.7	5.7	45.2	20.2	10.0	0.0	44.9	0.0	37.1	0.0	38.3
Incr Delay (d2), s/veh	11.2	0.1	0.1	19.7	15.5	0.0	0.0	9.2	0.0	0.8	0.0	2.1
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	4.7	1.4	1.4	0.1	21.5	0.8	0.0	0.1	0.0	1.1	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	5.8	5.8	64.9	35.7	10.1	0.0	54.1	0.0	37.9	0.0	40.4
LnGrp LOS	D	A	A	E	D	B	A	D	A	D	A	D
Approach Vol, veh/h		810			1972			2			252	
Approach Delay, s/veh		25.9			34.6			54.1			39.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.2	4.8	65.3		15.4	16.2	54.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 29	5.0	* 57		10.0	12.4	* 49				
Max Q Clear Time (g_c+I1), s		2.1	2.1	6.1		7.4	11.5	48.9				
Green Ext Time (p_c), s		0.0	0.0	2.9		0.2	0.1	0.4				

Intersection Summary		
HCM 6th Ctrl Delay	32.7	
HCM 6th LOS	C	

Notes

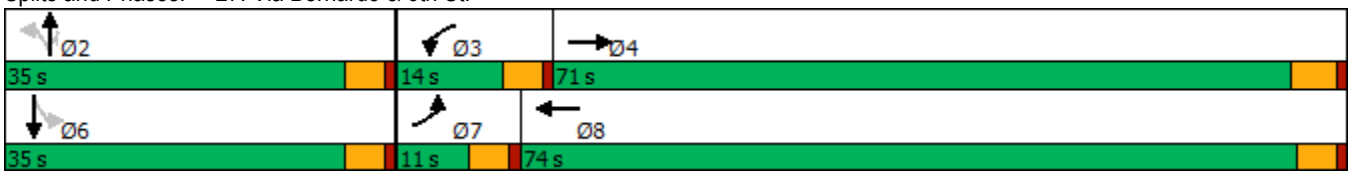
User approved volume balancing among the lanes for turning movement.

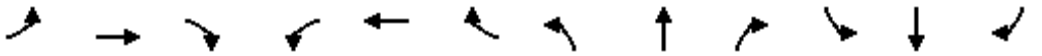
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	3	573	83	1790	204	0	116	
Future Volume (vph)	3	573	83	1790	204	0	116	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	11.0	71.0	14.0	74.0	35.0	35.0	35.0	35.0
Total Split (%)	9.2%	59.2%	11.7%	61.7%	29.2%	29.2%	29.2%	29%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.2	52.6	8.5	64.5		20.6	20.6	
Actuated g/C Ratio	0.05	0.55	0.09	0.67		0.21	0.21	
v/c Ratio	0.03	0.38	0.58	0.82		0.74	0.29	
Control Delay	51.7	13.3	62.2	17.3		52.3	8.0	
Queue Delay	0.0	0.0	0.0	1.4		0.0	0.0	
Total Delay	51.7	13.3	62.2	18.6		52.3	8.0	
LOS	D	B	E	B		D	A	
Approach Delay		13.5		20.6		36.3		
Approach LOS		B		C		D		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	573	84	83	1790	0	204	0	116	0	0	0
Future Volume (veh/h)	3	573	84	83	1790	0	204	0	116	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	623	89	90	1946	0	222	0	99	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1851	264	115	2326	0	343	0	296	0	350	0
Arrive On Green	0.00	0.59	0.59	0.06	0.65	0.00	0.19	0.00	0.19	0.00	0.00	0.00
Sat Flow, veh/h	1781	3118	445	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	3	355	357	90	1946	0	222	0	99	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.2	9.4	9.4	4.6	38.7	0.0	14.0	0.0	5.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	9.4	9.4	4.6	38.7	0.0	14.0	0.0	5.0	0.0	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	7	1055	1060	115	2326	0	343	0	296	0	350	0
V/C Ratio(X)	0.42	0.34	0.34	0.78	0.84	0.00	0.65	0.00	0.33	0.00	0.00	0.00
Avail Cap(c_a), veh/h	125	1266	1272	183	2662	0	542	0	519	0	613	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	46.0	9.5	9.5	42.6	12.2	0.0	36.2	0.0	32.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.2	0.2	4.3	2.2	0.0	2.1	0.0	0.7	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	3.3	3.3	2.1	13.6	0.0	4.9	0.0	2.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	9.7	9.7	47.0	14.4	0.0	38.3	0.0	33.3	0.0	0.0	0.0
LnGrp LOS	E	A	A	D	B	A	D	A	C	A	A	A
Approach Vol, veh/h		715			2036			321			0	
Approach Delay, s/veh		9.9			15.9			36.7			0.0	
Approach LOS		A			B			D				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.0	10.5	60.0		22.0	4.9	65.6				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 30	9.5	65.9		* 30	6.5	* 69				
Max Q Clear Time (g_c+I1), s		16.0	6.6	11.4		0.0	2.2	40.7				
Green Ext Time (p_c), s		1.3	0.0	5.0		0.0	0.0	19.8				

Intersection Summary		
HCM 6th Ctrl Delay		16.7
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	84	2	26	246	61	43	180	131	18	59	45
Future Vol, veh/h	23	84	2	26	246	61	43	180	131	18	59	45
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	91	2	28	267	66	47	196	142	20	64	49
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.9	14.2	15.4	10.5
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	12%	21%	10%	0%	15%
Vol Thru, %	51%	77%	90%	0%	48%
Vol Right, %	37%	2%	0%	100%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	354	109	272	61	122
LT Vol	43	23	26	0	18
Through Vol	180	84	246	0	59
RT Vol	131	2	0	61	45
Lane Flow Rate	385	118	296	66	133
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.573	0.204	0.511	0.101	0.214
Departure Headway (Hd)	5.361	6.189	6.226	5.467	5.813
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	670	577	577	653	614
Service Time	3.416	4.261	3.981	3.221	3.884
HCM Lane V/C Ratio	0.575	0.205	0.513	0.101	0.217
HCM Control Delay	15.4	10.9	15.4	8.8	10.5
HCM Lane LOS	C	B	C	A	B
HCM 95th-tile Q	3.7	0.8	2.9	0.3	0.8

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	252	783	154	18	21
Future Vol, veh/h	17	252	783	154	18	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	307	955	188	22	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1143	0	-	0	1398	1049
Stage 1	-	-	-	-	1049	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	611	-	-	-	155	276
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	611	-	-	-	149	276
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	714	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	28.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	611	-	-	-	198
HCM Lane V/C Ratio	0.034	-	-	-	0.24
HCM Control Delay (s)	11.1	0	-	-	28.8
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	396	47	52	730	62	95
Future Vol, veh/h	396	47	52	730	62	95
Conflicting Peds, #/hr	0	7	0	0	0	31
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	430	51	57	793	67	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	488	0	974	279
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	511	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1071	-	249	718
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1064	-	224	692
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	513	-

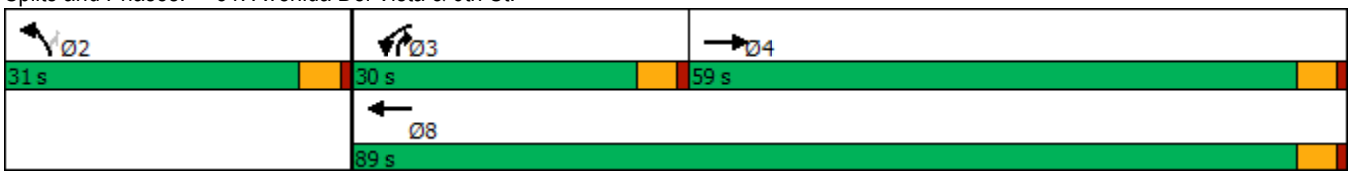
Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	379	-	-	1064	-
HCM Lane V/C Ratio	0.45	-	-	0.053	-
HCM Control Delay (s)	22	-	-	8.6	0.4
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.3	-	-	0.2	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	679	183	1589	234	248
Future Volume (vph)	679	183	1589	234	248
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	59.0	30.0	89.0	31.0	30.0
Total Split (%)	49.2%	25.0%	74.2%	25.8%	25.0%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	33.2	14.3	52.5	13.5	32.9
Actuated g/C Ratio	0.44	0.19	0.69	0.18	0.43
v/c Ratio	0.54	0.61	0.72	0.43	0.37
Control Delay	17.4	40.1	9.2	33.4	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	40.1	9.2	33.4	11.3
LOS	B	D	A	C	B
Approach Delay	17.4		12.4	22.0	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	679	63	183	1589	234	248
Future Volume (veh/h)	679	63	183	1589	234	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	754	70	203	1766	260	276
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1586	147	247	2429	658	522
Arrive On Green	0.48	0.48	0.14	0.68	0.19	0.19
Sat Flow, veh/h	3377	305	1781	3647	3456	1585
Grp Volume(v), veh/h	408	416	203	1766	260	276
Grp Sat Flow(s),veh/h/ln	1777	1811	1781	1777	1728	1585
Q Serve(g_s), s	11.5	11.5	8.3	23.3	4.9	10.6
Cycle Q Clear(g_c), s	11.5	11.5	8.3	23.3	4.9	10.6
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	858	875	247	2429	658	522
V/C Ratio(X)	0.48	0.48	0.82	0.73	0.40	0.53
Avail Cap(c_a), veh/h	1293	1318	607	4016	1218	779
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.9	12.9	31.2	7.4	26.4	20.3
Incr Delay (d2), s/veh	0.4	0.4	2.6	0.4	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.3	3.6	6.6	2.0	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	13.3	33.8	7.8	26.8	21.2
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	824			1969	536	
Approach Delay, s/veh	13.3			10.5	23.9	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		18.9	14.9	40.7		55.7
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 26	25.4	* 54		* 84
Max Q Clear Time (g_c+I1), s		12.6	10.3	13.5		25.3
Green Ext Time (p_c), s		1.7	0.2	6.2		25.7

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	59.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	138	52	79	219	196	20	204	36	108	182	61
Future Vol, veh/h	93	138	52	79	219	196	20	204	36	108	182	61
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	173	65	99	274	245	25	255	45	135	228	76
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

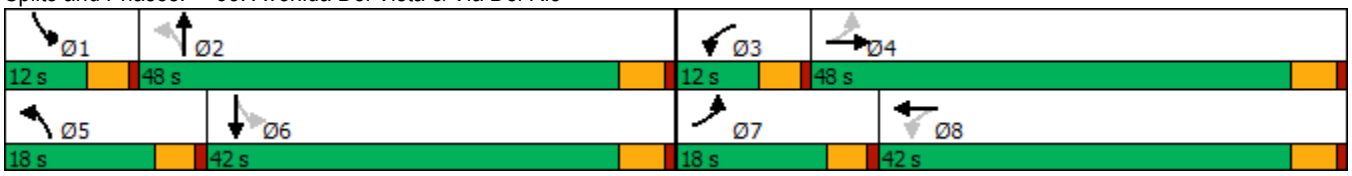
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	29.9	112.2	32.3	27.8
HCM LOS	D	F	D	D

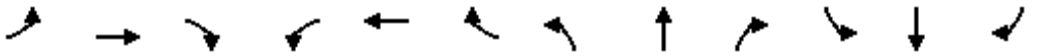
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	40%	0%	100%	0%	100%	0%
Vol Thru, %	0%	85%	60%	0%	0%	53%	0%	75%
Vol Right, %	0%	15%	0%	100%	0%	47%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	240	231	52	79	415	108	243
LT Vol	20	0	93	0	79	0	108	0
Through Vol	0	204	138	0	0	219	0	182
RT Vol	0	36	0	52	0	196	0	61
Lane Flow Rate	25	300	289	65	99	519	135	304
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.065	0.734	0.725	0.147	0.249	1.184	0.347	0.723
Departure Headway (Hd)	10.009	9.374	9.552	8.608	9.083	8.22	9.835	9.128
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	360	390	381	419	394	441	369	398
Service Time	7.709	7.074	7.252	6.308	6.864	6	7.535	6.828
HCM Lane V/C Ratio	0.069	0.769	0.759	0.155	0.251	1.177	0.366	0.764
HCM Control Delay	13.4	33.9	33.7	12.8	14.9	130.7	17.7	32.3
HCM Lane LOS	B	D	D	B	B	F	C	D
HCM 95th-tile Q	0.2	5.7	5.5	0.5	1	19.7	1.5	5.6

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	124	308	56	680	160	135	29	52
Future Volume (vph)	124	308	56	680	160	135	29	52
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	18.0	48.0	12.0	42.0	18.0	48.0	12.0	42.0
Total Split (%)	15.0%	40.0%	10.0%	35.0%	15.0%	40.0%	10.0%	35.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	38.8	30.6	31.1	24.4	30.8	24.6	20.9	14.5
Actuated g/C Ratio	0.49	0.38	0.39	0.31	0.39	0.31	0.26	0.18
v/c Ratio	0.42	0.28	0.14	0.73	0.53	0.39	0.09	0.73
Control Delay	16.0	18.6	12.9	30.0	24.6	25.5	19.1	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	18.6	12.9	30.0	24.6	25.5	19.1	23.0
LOS	B	B	B	C	C	C	B	C
Approach Delay		17.9		28.8		25.1		22.7
Approach LOS		B		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	308	32	56	680	40	160	135	64	29	52	259
Future Volume (veh/h)	124	308	32	56	680	40	160	135	64	29	52	259
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.93	0.99		0.99	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	135	335	30	61	739	41	174	147	56	32	57	194
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	1075	96	457	1027	57	376	366	140	398	81	275
Arrive On Green	0.08	0.33	0.33	0.05	0.30	0.30	0.10	0.28	0.28	0.03	0.22	0.22
Sat Flow, veh/h	1781	3297	293	1781	3407	189	1781	1287	490	1781	369	1257
Grp Volume(v), veh/h	135	180	185	61	385	395	174	0	203	32	0	251
Grp Sat Flow(s),veh/h/ln	1781	1777	1814	1781	1777	1819	1781	0	1777	1781	0	1626
Q Serve(g_s), s	3.3	4.8	4.9	1.5	12.4	12.4	4.5	0.0	5.9	0.9	0.0	9.1
Cycle Q Clear(g_c), s	3.3	4.8	4.9	1.5	12.4	12.4	4.5	0.0	5.9	0.9	0.0	9.1
Prop In Lane	1.00		0.16	1.00		0.10	1.00		0.28	1.00		0.77
Lane Grp Cap(c), veh/h	322	579	591	457	536	548	376	0	506	398	0	356
V/C Ratio(X)	0.42	0.31	0.31	0.13	0.72	0.72	0.46	0.00	0.40	0.08	0.00	0.70
Avail Cap(c_a), veh/h	560	1193	1218	571	1026	1051	572	0	1193	544	0	939
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	1.00
Uniform Delay (d), s/veh	14.9	16.1	16.2	13.9	19.9	19.9	16.3	0.0	18.4	18.2	0.0	23.0
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.0	1.8	1.8	0.3	0.0	0.5	0.0	0.0	2.6
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	1.2	1.8	1.9	0.5	4.8	5.0	1.7	0.0	2.3	0.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	16.4	16.5	14.0	21.7	21.7	16.6	0.0	19.0	18.2	0.0	25.6
LnGrp LOS	B	B	B	B	C	C	B	A	B	B	A	C
Approach Vol, veh/h		500			841			377			283	
Approach Delay, s/veh		16.1			21.2			17.9			24.8	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	23.3	7.9	25.9	11.0	19.1	9.5	24.4
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	7.4	42.9	7.4	42.9	13.4	36.9	13.4	36.9
Max Q Clear Time (g_c+I1), s	2.9	7.9	3.5	6.9	6.5	11.1	5.3	14.4
Green Ext Time (p_c), s	0.0	1.2	0.0	2.2	0.1	1.6	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	255	10	34	315	93	18	54	25	93	23	26
Future Vol, veh/h	29	255	10	34	315	93	18	54	25	93	23	26
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	277	11	37	342	101	20	59	27	101	25	28
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

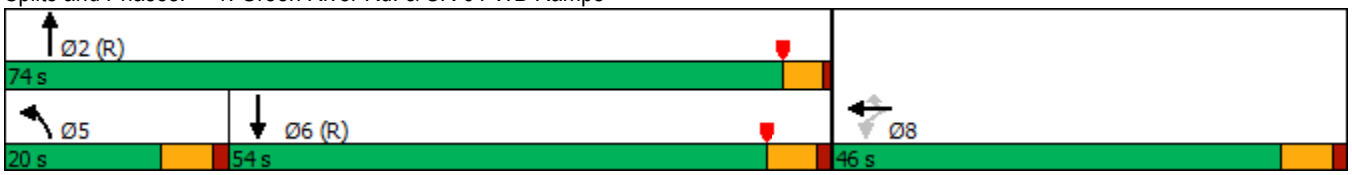
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	15	15.8	10.8	11.7
HCM LOS	B	C	B	B

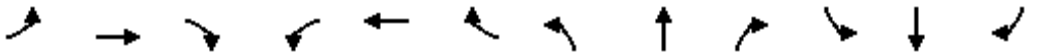
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	10%	0%	10%	0%	65%
Vol Thru, %	56%	90%	0%	90%	0%	16%
Vol Right, %	26%	0%	100%	0%	100%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	284	10	349	93	142
LT Vol	18	29	0	34	0	93
Through Vol	54	255	0	315	0	23
RT Vol	25	0	10	0	93	26
Lane Flow Rate	105	309	11	379	101	154
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.184	0.519	0.016	0.618	0.143	0.269
Departure Headway (Hd)	6.281	6.056	5.294	5.867	5.108	6.281
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	593	674	615	700	570
Service Time	4.354	3.809	3.046	3.616	2.856	4.349
HCM Lane V/C Ratio	0.185	0.521	0.016	0.616	0.144	0.27
HCM Control Delay	10.8	15.2	8.1	17.7	8.7	11.7
HCM Lane LOS	B	C	A	C	A	B
HCM 95th-tile Q	0.7	3	0	4.2	0.5	1.1

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	387	23	222	494	327	402
Future Volume (vph)	387	23	222	494	327	402
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	32.0	11.0	9.6	11.0
Total Split (s)	46.0	46.0	46.0	20.0	74.0	54.0
Total Split (%)	38.3%	38.3%	38.3%	16.7%	61.7%	45.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.6	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.6	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	23.2	23.2	23.2	17.9	86.2	60.9
Actuated g/C Ratio	0.19	0.19	0.19	0.15	0.72	0.51
v/c Ratio	0.69	0.68	0.48	0.72	0.27	0.34
Control Delay	55.1	54.7	7.8	53.9	5.7	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	54.7	7.8	53.9	5.7	18.0
LOS	E	D	A	D	A	B
Approach Delay		38.4			34.7	18.0
Approach LOS		D			C	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Green River Rd. & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	387	23	222	494	327	0	0	402	153
Future Volume (veh/h)	0	0	0	387	23	222	494	327	0	0	402	153
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				439	0	138	537	355	0	0	437	96
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				545	0	243	586	1397	0	0	1683	367
Arrive On Green				0.15	0.00	0.15	0.19	1.00	0.00	0.00	0.58	0.58
Sat Flow, veh/h				3563	0	1585	5023	1870	0	0	2994	632
Grp Volume(v), veh/h				439	0	138	537	355	0	0	266	267
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1674	1870	0	0	1777	1757
Q Serve(g_s), s				14.3	0.0	9.7	12.6	0.0	0.0	0.0	8.9	9.0
Cycle Q Clear(g_c), s				14.3	0.0	9.7	12.6	0.0	0.0	0.0	8.9	9.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				545	0	243	586	1397	0	0	1031	1019
V/C Ratio(X)				0.81	0.00	0.57	0.92	0.25	0.00	0.00	0.26	0.26
Avail Cap(c_a), veh/h				1188	0	528	586	1397	0	0	1031	1019
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.85	0.85	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.1	0.0	47.1	47.7	0.0	0.0	0.0	12.4	12.5
Incr Delay (d2), s/veh				2.9	0.0	2.1	16.7	0.4	0.0	0.0	0.6	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
%ile BackOfQ(50%),veh/ln				6.6	0.0	4.0	5.7	0.1	0.0	0.0	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				51.9	0.0	49.2	64.5	0.4	0.0	0.0	13.0	13.1
LnGrp LOS				D	A	D	E	A	A	A	B	B
Approach Vol, veh/h					577			892			533	
Approach Delay, s/veh					51.3			39.0			13.1	
Approach LOS					D			D			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	95.6		20.0	75.6		24.4						
Change Period (Y+Rc), s	* 6		6.0	6.0		6.0						
Max Green Setting (Gmax), s	* 69		14.0	48.0		40.0						
Max Q Clear Time (g_c+I1), s	2.0		14.6	11.0		16.3						
Green Ext Time (p_c), s	2.4		0.0	3.6		2.1						

Intersection Summary		
HCM 6th Ctrl Delay	35.6	
HCM 6th LOS	D	

Notes

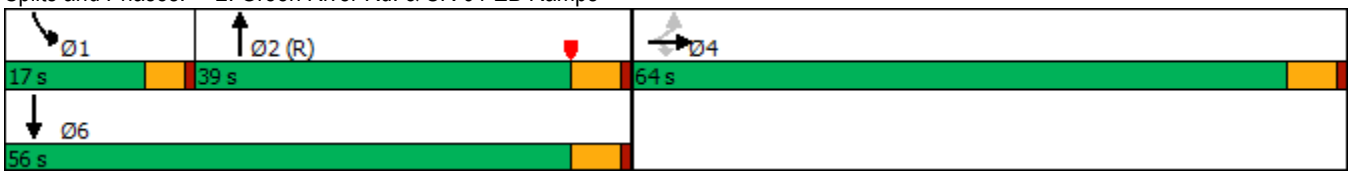
User approved volume balancing among the lanes for turning movement.

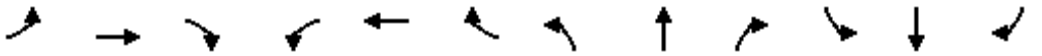
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	4	1685	629	189	600
Future Volume (vph)	4	1685	629	189	600
Turn Type	NA	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	9.5	10.5
Total Split (s)	64.0	64.0	39.0	17.0	56.0
Total Split (%)	53.3%	53.3%	32.5%	14.2%	46.7%
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5
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)	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	Max
Act Effct Green (s)	58.5	58.5	33.5	12.5	50.5
Actuated g/C Ratio	0.49	0.49	0.28	0.10	0.42
v/c Ratio	0.23	1.13	0.51	1.04	0.41
Control Delay	18.6	92.8	36.8	128.6	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	92.8	36.8	128.6	30.3
LOS	B	F	D	F	C
Approach Delay	85.1		36.8		53.9
Approach LOS	F		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 67.7	Intersection LOS: E
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Green River Rd. & SR-91 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	4	1685	0	0	0	0	629	80	189	600	0
Future Volume (veh/h)	191	4	1685	0	0	0	0	629	80	189	600	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	193	4	1242				0	635	54	191	606	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	820	17	1310				0	1425	120	186	1559	0
Arrive On Green	0.47	0.47	0.47				0.00	0.30	0.30	0.10	0.44	0.00
Sat Flow, veh/h	1747	36	2790				0	4965	405	1781	3647	0
Grp Volume(v), veh/h	197	0	1242				0	449	240	191	606	0
Grp Sat Flow(s),veh/h/ln	1783	0	1395				0	1702	1798	1781	1777	0
Q Serve(g_s), s	7.9	0.0	51.1				0.0	12.8	13.0	12.5	13.8	0.0
Cycle Q Clear(g_c), s	7.9	0.0	51.1				0.0	12.8	13.0	12.5	13.8	0.0
Prop In Lane	0.98		1.00				0.00		0.23	1.00		0.00
Lane Grp Cap(c), veh/h	837	0	1310				0	1011	534	186	1559	0
V/C Ratio(X)	0.24	0.00	0.95				0.00	0.44	0.45	1.03	0.39	0.00
Avail Cap(c_a), veh/h	869	0	1360				0	1011	534	186	1559	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	0.90	0.90	0.00
Uniform Delay (d), s/veh	19.0	0.0	30.4				0.0	34.1	34.2	53.8	22.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	13.7				0.0	1.4	2.7	70.5	0.7	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	3.3	0.0	19.1				0.0	5.5	6.1	9.2	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	44.1				0.0	35.6	36.9	124.3	23.4	0.0
LnGrp LOS	B	A	D				A	D	D	F	C	A
Approach Vol, veh/h		1439						689			797	
Approach Delay, s/veh		40.7						36.0			47.6	
Approach LOS		D						D			D	

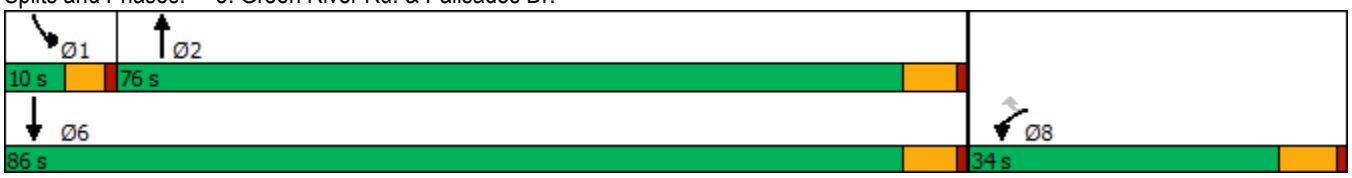
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.0	41.2		61.8		58.2
Change Period (Y+Rc), s	4.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	12.5	33.5		58.5		50.5
Max Q Clear Time (g_c+I1), s	14.5	15.0		53.1		15.8
Green Ext Time (p_c), s	0.0	4.3		3.3		4.7

Intersection Summary			
HCM 6th Ctrl Delay			41.5
HCM 6th LOS			D

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	16	123	475	179	1805
Future Volume (vph)	16	123	475	179	1805
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	32.2	32.2	30.8	9.6	15.8
Total Split (s)	34.0	34.0	76.0	10.0	86.0
Total Split (%)	28.3%	28.3%	63.3%	8.3%	71.7%
Yellow Time (s)	5.2	5.2	4.8	3.6	4.8
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)	6.2	6.2	5.8	4.6	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	13.3	13.3	26.0	6.1	39.5
Actuated g/C Ratio	0.23	0.23	0.45	0.10	0.68
v/c Ratio	0.04	0.28	0.24	1.00	0.54
Control Delay	22.9	7.1	10.6	103.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	7.1	10.6	103.7	8.1
LOS	C	A	B	F	A
Approach Delay	8.9		10.6		16.8
Approach LOS	A		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 58.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Green River Rd. & Palisades Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	123	475	45	179	1805
Future Volume (veh/h)	16	123	475	45	179	1805
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	99	490	42	185	1861
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	262	233	2234	189	169	3277
Arrive On Green	0.15	0.15	0.47	0.47	0.09	0.64
Sat Flow, veh/h	1781	1585	4963	406	1781	5274
Grp Volume(v), veh/h	16	99	346	186	185	1861
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1797	1781	1702
Q Serve(g_s), s	0.4	3.2	3.4	3.5	5.4	11.7
Cycle Q Clear(g_c), s	0.4	3.2	3.4	3.5	5.4	11.7
Prop In Lane	1.00	1.00		0.23	1.00	
Lane Grp Cap(c), veh/h	262	233	1586	837	169	3277
V/C Ratio(X)	0.06	0.42	0.22	0.22	1.09	0.57
Avail Cap(c_a), veh/h	871	775	4202	2219	169	7201
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	20.9	22.1	9.0	9.0	25.7	5.7
Incr Delay (d2), s/veh	0.1	1.2	0.1	0.1	96.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	0.9	1.0	6.5	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	23.3	9.1	9.2	122.2	5.9
LnGrp LOS	C	C	A	A	F	A
Approach Vol, veh/h	115		532			2046
Approach Delay, s/veh	23.0		9.1			16.4
Approach LOS	C		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	32.3			42.3	14.6
Change Period (Y+Rc), s	4.6	5.8			5.8	6.2
Max Green Setting (Gmax), s	5.4	70.2			80.2	27.8
Max Q Clear Time (g_c+I1), s	7.4	5.5			13.7	5.2
Green Ext Time (p_c), s	0.0	3.4			22.8	0.3

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	278	0	43	159	0	40
Future Vol, veh/h	278	0	43	159	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	302	0	47	173	0	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	302	0	569	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1259	-	484	738
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	778	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1259	-	464	738
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	746	-

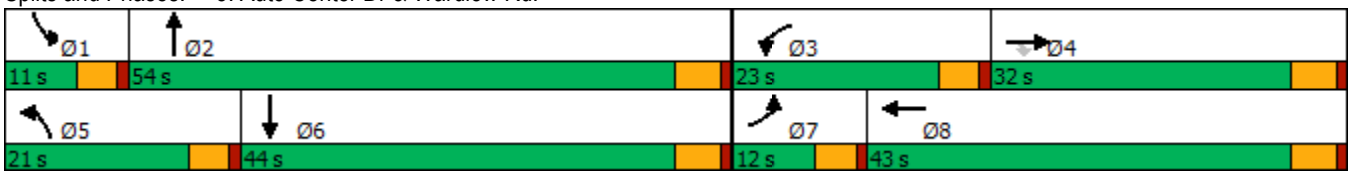
Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	10.2
HCM LOS			B

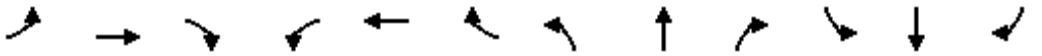
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	738	-	-	1259	-
HCM Lane V/C Ratio	0.059	-	-	0.037	-
HCM Control Delay (s)	10.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	33	13	170	167	3	169	617	15	990
Future Volume (vph)	33	13	170	167	3	169	617	15	990
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.1	29.1	9.6	28.1	9.6	22.1	9.6	28.1
Total Split (s)	12.0	32.0	32.0	23.0	43.0	21.0	54.0	11.0	44.0
Total Split (%)	10.0%	26.7%	26.7%	19.2%	35.8%	17.5%	45.0%	9.2%	36.7%
Yellow Time (s)	3.6	4.1	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.2	12.5	12.5	14.0	24.7	13.9	53.0	5.6	38.3
Actuated g/C Ratio	0.06	0.13	0.13	0.14	0.25	0.14	0.54	0.06	0.39
v/c Ratio	0.32	0.06	0.51	0.73	0.05	0.74	0.39	0.16	0.82
Control Delay	55.8	39.9	11.2	58.8	14.6	60.2	16.0	52.6	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Total Delay	55.8	39.9	11.2	58.8	14.6	60.2	19.1	52.6	34.5
LOS	E	D	B	E	B	E	B	D	C
Approach Delay		19.7			53.8		27.4		34.8
Approach LOS		B			D		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 32.2	Intersection LOS: C
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Auto Center Dr & Wardlow Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	13	170	167	3	18	169	617	56	15	990	46
Future Volume (veh/h)	33	13	170	167	3	18	169	617	56	15	990	46
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	14	125	182	3	12	184	671	54	16	1076	47
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	232	196	222	70	280	223	1630	131	33	1327	58
Arrive On Green	0.03	0.12	0.12	0.12	0.21	0.21	0.13	0.49	0.49	0.02	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	327	1308	1781	3331	268	1781	3468	151
Grp Volume(v), veh/h	36	14	125	182	0	15	184	358	367	16	551	572
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1635	1781	1777	1822	1781	1777	1843
Q Serve(g_s), s	1.6	0.5	6.0	7.9	0.0	0.6	8.0	10.2	10.3	0.7	22.1	22.1
Cycle Q Clear(g_c), s	1.6	0.5	6.0	7.9	0.0	0.6	8.0	10.2	10.3	0.7	22.1	22.1
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.15	1.00		0.08
Lane Grp Cap(c), veh/h	61	232	196	222	0	350	223	869	891	33	680	705
V/C Ratio(X)	0.59	0.06	0.64	0.82	0.00	0.04	0.82	0.41	0.41	0.48	0.81	0.81
Avail Cap(c_a), veh/h	166	632	536	412	0	779	367	1092	1120	143	869	901
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	30.8	33.2	34.0	0.0	24.8	33.9	13.0	13.0	38.7	22.0	22.0
Incr Delay (d2), s/veh	3.3	0.1	3.4	2.9	0.0	0.0	3.0	0.3	0.3	3.9	4.6	4.4
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	2.4	3.5	0.0	0.2	3.5	3.7	3.8	0.3	9.3	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	30.9	36.6	36.8	0.0	24.9	36.9	13.3	13.3	42.6	26.6	26.4
LnGrp LOS	D	C	D	D	A	C	D	B	B	D	C	C
Approach Vol, veh/h		175			197			909			1139	
Approach Delay, s/veh		37.1			35.9			18.1			26.7	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	44.0	14.5	15.0	14.6	35.5	7.3	22.1
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	6.4	48.9	18.4	26.9	16.4	38.9	7.4	37.9
Max Q Clear Time (g_c+I1), s	2.7	12.3	9.9	8.0	10.0	24.1	3.6	2.6
Green Ext Time (p_c), s	0.0	4.9	0.2	0.4	0.1	6.3	0.0	0.0

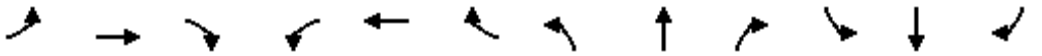
Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	494	0	105	217	737	728
Future Volume (vph)	494	0	105	217	737	728
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		8		5	2	6
Permitted Phases	8		8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	9.6	29.9	29.9
Total Split (s)	21.2	21.2	21.2	20.0	58.8	38.8
Total Split (%)	26.5%	26.5%	26.5%	25.0%	73.5%	48.5%
Yellow Time (s)	4.8	4.8	4.8	4.1	4.4	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.6	4.9	4.9
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	14.9	14.9	14.9	14.0	54.9	36.3
Actuated g/C Ratio	0.19	0.19	0.19	0.18	0.69	0.45
v/c Ratio	0.86	0.86	0.29	0.76	0.33	0.97
Control Delay	57.7	58.1	8.1	51.5	3.4	41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	42.2
Total Delay	57.7	58.1	8.1	51.5	3.4	83.5
LOS	E	E	A	D	A	F
Approach Delay		49.2			14.4	83.5
Approach LOS		D			B	F

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 53.5	Intersection LOS: D
Intersection Capacity Utilization 95.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: Auto Center Dr & SR-91 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	494	0	105	217	737	0	0	728	599
Future Volume (veh/h)	0	0	0	494	0	105	217	737	0	0	728	599
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				537	0	73	236	801	0	0	791	548
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				626	0	279	271	2476	0	0	984	671
Arrive On Green				0.18	0.00	0.18	0.30	1.00	0.00	0.00	0.49	0.49
Sat Flow, veh/h				3563	0	1585	1781	3647	0	0	2115	1377
Grp Volume(v), veh/h				537	0	73	236	801	0	0	694	645
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1621
Q Serve(g_s), s				11.7	0.0	3.2	10.0	0.0	0.0	0.0	26.3	27.1
Cycle Q Clear(g_c), s				11.7	0.0	3.2	10.0	0.0	0.0	0.0	26.3	27.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.85
Lane Grp Cap(c), veh/h				626	0	279	271	2476	0	0	865	790
V/C Ratio(X)				0.86	0.00	0.26	0.87	0.32	0.00	0.00	0.80	0.82
Avail Cap(c_a), veh/h				708	0	315	343	2476	0	0	865	790
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.76	0.76	0.00	0.00	0.55	0.55
Uniform Delay (d), s/veh				32.0	0.0	28.5	27.1	0.0	0.0	0.0	17.3	17.5
Incr Delay (d2), s/veh				8.5	0.0	0.2	14.0	0.3	0.0	0.0	4.4	5.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.4	0.0	1.1	4.5	0.1	0.0	0.0	10.5	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.5	0.0	28.7	41.0	0.3	0.0	0.0	21.7	22.7
LnGrp LOS				D	A	C	D	A	A	A	C	C
Approach Vol, veh/h					610			1037			1339	
Approach Delay, s/veh					39.1			9.5			22.2	
Approach LOS					D			A			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	60.6		16.8	43.9		19.4						
Change Period (Y+Rc), s	4.9		4.6	4.9		5.3						
Max Green Setting (Gmax), s	53.9		15.4	33.9		15.9						
Max Q Clear Time (g_c+I1), s	2.0		12.0	29.1		13.7						
Green Ext Time (p_c), s	4.0		0.2	2.7		0.4						

Intersection Summary		
HCM 6th Ctrl Delay	21.2	
HCM 6th LOS	C	

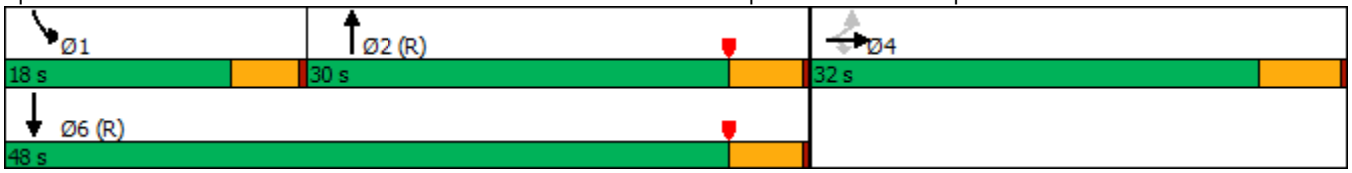
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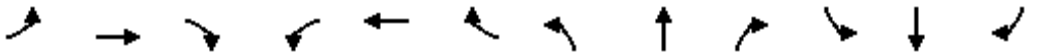
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	491	72	1026	464	370	852
Future Volume (vph)	491	72	1026	464	370	852
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	10.3	29.9	9.6	26.9
Total Split (s)	32.0	32.0	32.0	30.0	18.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	37.5%	22.5%	60.0%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.1	4.4
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	4.9	4.6	4.9
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	26.7	26.7	26.7	25.1	13.4	43.1
Actuated g/C Ratio	0.33	0.33	0.33	0.31	0.17	0.54
v/c Ratio	0.54	0.54	1.85	0.62	1.36	0.49
Control Delay	26.1	26.0	411.1	16.7	195.2	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	26.0	411.1	16.7	195.2	16.9
LOS	C	C	F	B	F	B
Approach Delay		274.6		16.7		70.8
Approach LOS		F		B		E

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.85	
Intersection Signal Delay: 142.4	Intersection LOS: F
Intersection Capacity Utilization 95.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	491	72	1026	0	0	0	0	464	512	370	852	0
Future Volume (veh/h)	491	72	1026	0	0	0	0	464	512	370	852	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		0.99	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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	590	0	588				0	504	410	402	926	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1189	0	529				0	1068	490	298	1915	0
Arrive On Green	0.33	0.00	0.33				0.00	0.31	0.31	0.34	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	3572	1562	1781	3647	0
Grp Volume(v), veh/h	590	0	588				0	504	410	402	926	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1562	1781	1777	0
Q Serve(g_s), s	10.6	0.0	26.7				0.0	9.5	19.5	13.4	0.0	0.0
Cycle Q Clear(g_c), s	10.6	0.0	26.7				0.0	9.5	19.5	13.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1189	0	529				0	1068	490	298	1915	0
V/C Ratio(X)	0.50	0.00	1.11				0.00	0.47	0.84	1.35	0.48	0.00
Avail Cap(c_a), veh/h	1189	0	529				0	1068	490	298	1915	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.79	0.79	0.20	0.20	0.00
Uniform Delay (d), s/veh	21.3	0.0	26.6				0.0	22.1	25.5	26.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	73.4				0.0	1.2	12.7	160.8	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	4.2	0.0	20.2				0.0	3.8	8.5	17.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	0.0	100.0				0.0	23.3	38.2	187.4	0.2	0.0
LnGrp LOS	C	A	F				A	C	D	F	A	A
Approach Vol, veh/h		1178						914			1328	
Approach Delay, s/veh		60.6						30.0			56.9	
Approach LOS		E						C			E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.0	30.0		32.0		48.0
Change Period (Y+Rc), s	4.6	4.9		5.3		4.9
Max Green Setting (Gmax), s	13.4	25.1		26.7		43.1
Max Q Clear Time (g_c+I1), s	15.4	21.5		28.7		2.0
Green Ext Time (p_c), s	0.0	1.5		0.0		4.8

Intersection Summary		
HCM 6th Ctrl Delay		51.0
HCM 6th LOS		D

Notes

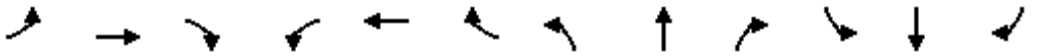
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	178	49	137	22	71	725	330	1440
Future Volume (vph)	178	49	137	22	71	725	330	1440
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	19.3	19.3	19.3	19.3	8.5	45.0	13.9	53.4
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.09	0.48	0.15	0.57
v/c Ratio	0.69	0.36	0.62	0.25	0.46	0.56	0.67	0.81
Control Delay	50.6	19.0	48.5	13.5	54.5	19.0	47.1	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.9	22.9	0.0	1.4
Total Delay	50.6	19.0	48.5	13.5	55.4	41.8	47.1	23.7
LOS	D	B	D	B	E	D	D	C
Approach Delay		36.7		34.3		42.8		27.8
Approach LOS		D		C		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	49	91	137	22	72	71	725	173	330	1440	109
Future Volume (veh/h)	178	49	91	137	22	72	71	725	173	330	1440	109
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		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	51	86	143	23	59	74	755	177	344	1500	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	137	230	274	100	258	96	1365	320	437	1846	139
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.48	0.48	0.13	0.55	0.55
Sat Flow, veh/h	1316	625	1054	1251	460	1179	1781	2848	668	3456	3343	252
Grp Volume(v), veh/h	185	0	137	143	0	82	74	471	461	344	793	821
Grp Sat Flow(s),veh/h/ln	1316	0	1679	1251	0	1638	1781	1777	1739	1728	1777	1818
Q Serve(g_s), s	11.0	0.0	5.7	9.0	0.0	3.4	3.4	15.4	15.4	7.9	29.6	30.2
Cycle Q Clear(g_c), s	14.4	0.0	5.7	14.7	0.0	3.4	3.4	15.4	15.4	7.9	29.6	30.2
Prop In Lane	1.00		0.63	1.00		0.72	1.00		0.38	1.00		0.14
Lane Grp Cap(c), veh/h	321	0	367	274	0	358	96	852	834	437	981	1004
V/C Ratio(X)	0.58	0.00	0.37	0.52	0.00	0.23	0.77	0.55	0.55	0.79	0.81	0.82
Avail Cap(c_a), veh/h	633	0	764	570	0	746	270	1082	1059	776	1212	1240
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	27.3	33.5	0.0	26.3	38.3	15.1	15.1	34.7	14.8	15.0
Incr Delay (d2), s/veh	1.6	0.0	0.6	1.5	0.0	0.3	4.9	0.6	0.6	1.2	3.4	3.6
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	3.6	0.0	2.3	2.8	0.0	1.3	1.6	5.7	5.6	3.3	11.1	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	27.9	35.0	0.0	26.7	43.2	15.7	15.7	35.9	18.2	18.6
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	B	B
Approach Vol, veh/h		322			225			1006			1958	
Approach Delay, s/veh		31.3			32.0			17.7			21.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	44.4		22.6	9.0	50.4		22.6				
Change Period (Y+Rc), s	4.6	5.1		* 4.7	4.6	5.1		* 4.7				
Max Green Setting (Gmax), s	18.4	49.9		* 37	12.4	55.9		* 37				
Max Q Clear Time (g_c+I1), s	9.9	17.4		16.4	5.4	32.2		16.7				
Green Ext Time (p_c), s	0.5	6.8		1.4	0.0	13.0		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		22.0	
HCM 6th LOS		C	

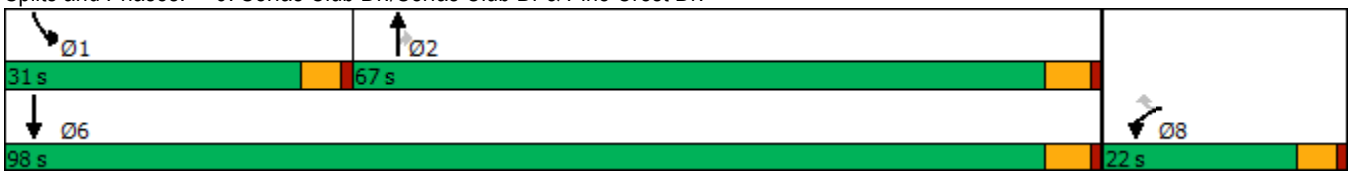
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	56	44	925	41	160	1509
Future Volume (vph)	56	44	925	41	160	1509
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	6.9	6.9	27.5	27.5	10.6	44.2
Actuated g/C Ratio	0.12	0.12	0.48	0.48	0.18	0.77
v/c Ratio	0.27	0.20	0.56	0.06	0.50	0.57
Control Delay	29.8	12.3	13.6	5.0	28.7	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.3
Total Delay	29.8	12.3	13.6	5.0	28.7	5.1
LOS	C	B	B	A	C	A
Approach Delay	22.1		13.2			7.4
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	56	44	925	41	160	1509
Future Volume (veh/h)	56	44	925	41	160	1509
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	45	954	41	165	1556
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	142	126	1734	757	215	2520
Arrive On Green	0.08	0.08	0.49	0.49	0.12	0.71
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	58	45	954	41	165	1556
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	1.4	1.2	8.6	0.6	4.1	10.4
Cycle Q Clear(g_c), s	1.4	1.2	8.6	0.6	4.1	10.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	142	126	1734	757	215	2520
V/C Ratio(X)	0.41	0.36	0.55	0.05	0.77	0.62
Avail Cap(c_a), veh/h	675	601	4792	2091	1024	7192
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	20.1	20.0	8.2	6.2	19.6	3.5
Incr Delay (d2), s/veh	0.7	0.6	0.3	0.0	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	2.3	0.2	1.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	20.6	8.5	6.2	21.7	3.7
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	103		995			1721
Approach Delay, s/veh	20.7		8.4			5.4
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	27.5			37.6	8.3
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9			92.9	17.4
Max Q Clear Time (g_c+I1), s	6.1	10.6			12.4	3.4
Green Ext Time (p_c), s	0.2	8.5			20.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	186	8	1	94	5	1
Future Vol, veh/h	186	8	1	94	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	202	9	1	102	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	311	207
Stage 1	-	-	-	-	207	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1360	-	681	833
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1360	-	680	833
Mov Cap-2 Maneuver	-	-	-	-	680	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	919	-

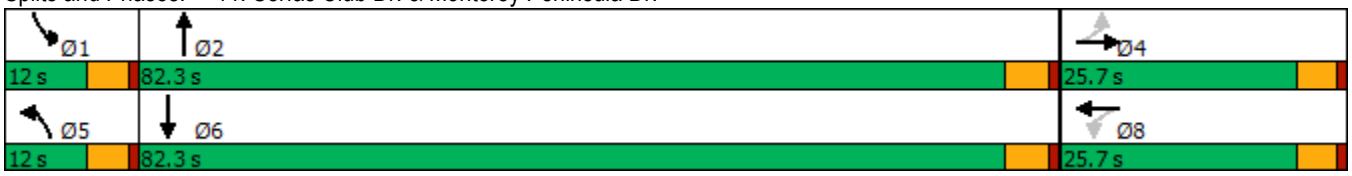
Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	1360	-
HCM Lane V/C Ratio	0.009	-	-	0.001	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	84	0	3	0	21	849	88	1368
Future Volume (vph)	84	0	3	0	21	849	88	1368
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	25.6	25.6	9.6	22.1	9.6	23.1
Total Split (s)	25.7	25.7	25.7	25.7	12.0	82.3	12.0	82.3
Total Split (%)	21.4%	21.4%	21.4%	21.4%	10.0%	68.6%	10.0%	68.6%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	3.6	4.1
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)		4.6		4.6	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		12.3		12.3	6.0	72.8	7.5	80.6
Actuated g/C Ratio		0.11		0.11	0.06	0.68	0.07	0.75
v/c Ratio		0.48		0.16	0.22	0.37	0.75	1.11
Control Delay		28.0		5.5	55.5	8.1	84.1	76.1
Queue Delay		0.0		0.0	0.0	0.2	0.0	0.1
Total Delay		28.0		5.5	55.5	8.3	84.1	76.2
LOS		C		A	E	A	F	E
Approach Delay		28.0		5.5		9.5		76.7
Approach LOS		C		A		A		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 51.0	Intersection LOS: D
Intersection Capacity Utilization 98.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: Serfas Club Dr. & Monterey Peninsula Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	15	3	0	33	21	849	2	88	1368	108
Future Volume (veh/h)	84	0	15	3	0	33	21	849	2	88	1368	108
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	0	5	3	0	24	22	884	2	92	1425	107
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1	7	45	10	133	40	2557	6	116	1281	96
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	0.02	0.70	0.70	0.07	0.75	0.75
Sat Flow, veh/h	1370	13	79	66	112	1421	1781	3637	8	1781	1718	129
Grp Volume(v), veh/h	93	0	0	27	0	0	22	432	454	92	0	1532
Grp Sat Flow(s),veh/h/ln	1461	0	0	1599	0	0	1781	1777	1869	1781	0	1847
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	0.0	1.3	9.9	9.9	5.3	0.0	77.2
Cycle Q Clear(g_c), s	6.2	0.0	0.0	1.6	0.0	0.0	1.3	9.9	9.9	5.3	0.0	77.2
Prop In Lane	0.95		0.05	0.11		0.89	1.00		0.00	1.00		0.07
Lane Grp Cap(c), veh/h	204	0	0	188	0	0	40	1249	1314	116	0	1377
V/C Ratio(X)	0.46	0.00	0.00	0.14	0.00	0.00	0.55	0.35	0.35	0.79	0.00	1.11
Avail Cap(c_a), veh/h	358	0	0	361	0	0	127	1325	1394	127	0	1377
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	0.0	43.3	0.0	0.0	50.1	6.0	6.0	47.7	0.0	13.2
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.3	0.0	0.0	4.2	0.2	0.2	23.1	0.0	61.2
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	2.4	0.0	0.0	0.7	0.0	0.0	0.6	3.2	3.3	3.1	0.0	46.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	0.0	43.6	0.0	0.0	54.3	6.2	6.2	70.8	0.0	74.4
LnGrp LOS	D	A	A	D	A	A	D	A	A	E	A	F
Approach Vol, veh/h		93			27			908			1624	
Approach Delay, s/veh		46.8			43.6			7.4			74.2	
Approach LOS		D			D			A			E	

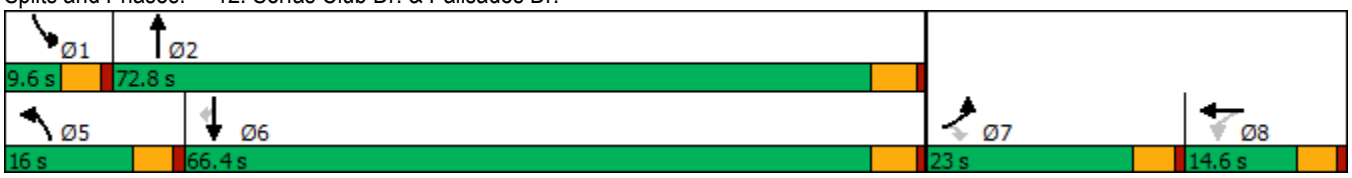
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	77.9		14.3	6.9	82.3		14.3				
Change Period (Y+Rc), s	4.6	5.1		4.6	4.6	5.1		4.6				
Max Green Setting (Gmax), s	7.4	77.2		21.1	7.4	77.2		21.1				
Max Q Clear Time (g_c+I1), s	7.3	11.9		8.2	3.3	79.2		3.6				
Green Ext Time (p_c), s	0.0	6.5		0.3	0.0	0.0		0.1				

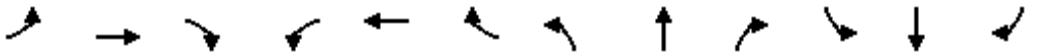
Intersection Summary												
HCM 6th Ctrl Delay			50.0									
HCM 6th LOS			D									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	361	54	10	511	1269	117		
Future Volume (vph)	361	54	10	511	1269	117		
Turn Type	Prot	Perm	Prot	NA	NA	Perm		
Protected Phases	7		5	2	6		1	8
Permitted Phases		7				6		
Detector Phase	7	7	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	9.6	15.1	37.1	37.1	9.6	14.6
Total Split (s)	23.0	23.0	16.0	72.8	66.4	66.4	9.6	14.6
Total Split (%)	19.2%	19.2%	13.3%	60.7%	55.3%	55.3%	8%	12%
Yellow Time (s)	3.6	3.6	3.6	4.1	4.1	4.1	3.6	3.6
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)	4.6	4.6	4.6	5.1	5.1	5.1		
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	None	None
Act Effct Green (s)	14.5	14.5	5.3	63.5	61.6	61.6		
Actuated g/C Ratio	0.17	0.17	0.06	0.72	0.70	0.70		
v/c Ratio	0.66	0.15	0.09	0.21	1.01	0.11		
Control Delay	40.9	0.8	43.6	4.3	43.6	1.2		
Queue Delay	0.0	0.0	0.0	0.0	33.1	0.0		
Total Delay	40.9	0.8	43.6	4.3	76.8	1.2		
LOS	D	A	D	A	E	A		
Approach Delay				5.1	70.4			
Approach LOS				A	E			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 49.5	Intersection LOS: D
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Serfas Club Dr. & Palisades Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	0	54	0	0	0	10	511	0	0	1269	117
Future Volume (veh/h)	361	0	54	0	0	0	10	511	0	0	1269	117
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		0.98
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	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	376	0	44	0	0	0	10	532	0	0	1322	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	0	0	0	2	0	22	2681	0	2	1291	1070
Arrive On Green	0.14	0.00	0.00	0.00	0.00	0.00	0.01	0.75	0.00	0.00	0.69	0.69
Sat Flow, veh/h	3456	376		0	-86037	0	1781	3647	0	1781	1870	1550
Grp Volume(v), veh/h	376	40.8		0	0	0	10	532	0	0	1322	110
Grp Sat Flow(s),veh/h/ln	1728	D		0	1870	0	1781	1777	0	1781	1870	1550
Q Serve(g_s), s	9.4			0.0	0.0	0.0	0.5	3.8	0.0	0.0	61.3	2.1
Cycle Q Clear(g_c), s	9.4			0.0	0.0	0.0	0.5	3.8	0.0	0.0	61.3	2.1
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	472			0	2	0	22	2681	0	2	1291	1070
V/C Ratio(X)	0.80			0.00	0.00	0.00	0.46	0.20	0.00	0.00	1.02	0.10
Avail Cap(c_a), veh/h	716			0	211	0	229	2709	0	100	1291	1070
HCM Platoon Ratio	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			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.2			0.0	0.0	0.0	43.6	3.2	0.0	0.0	13.8	4.6
Incr Delay (d2), s/veh	3.7			0.0	0.0	0.0	5.4	0.0	0.0	0.0	31.3	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	0.0
%ile BackOfQ(50%),veh/ln	3.9			0.0	0.0	0.0	0.2	0.9	0.0	0.0	30.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8			0.0	0.0	0.0	49.0	3.2	0.0	0.0	45.1	4.6
LnGrp LOS	D			A	A	A	D	A	A	A	F	A
Approach Vol, veh/h					0			542			1432	
Approach Delay, s/veh					0.0			4.0			42.0	
Approach LOS								A			D	

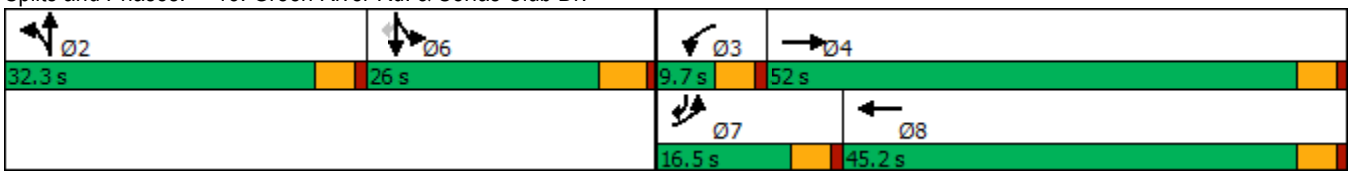
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	72.1			5.7	66.4	16.7	0.0				
Change Period (Y+Rc), s	4.6	5.1			4.6	5.1	4.6	4.6				
Max Green Setting (Gmax), s	5.0	67.7			11.4	61.3	18.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	5.8			2.5	63.3	11.4	0.0				
Green Ext Time (p_c), s	0.0	3.9			0.0	0.0	0.8	0.0				

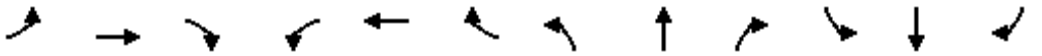
Intersection Summary			
HCM 6th Ctrl Delay		33.0	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	298	1951	25	863	25	798	62	366
Future Volume (vph)	298	1951	25	863	25	798	62	366
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8	2	6	6	7
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	7
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	30.7	15.2	15.2	9.6
Total Split (s)	16.5	52.0	9.7	45.2	32.3	26.0	26.0	16.5
Total Split (%)	13.8%	43.3%	8.1%	37.7%	26.9%	21.7%	21.7%	13.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	4.2	4.2	3.6
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	4.7	4.6	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.7	50.1	5.2	39.2	12.9	21.2	21.2	38.2
Actuated g/C Ratio	0.12	0.50	0.05	0.39	0.13	0.21	0.21	0.38
v/c Ratio	0.77	1.15	0.29	0.85	0.25	1.26	1.24	0.45
Control Delay	59.1	103.3	58.9	35.6	33.9	172.8	167.3	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	103.3	58.9	35.6	33.9	172.8	167.3	4.7
LOS	E	F	E	D	C	F	F	A
Approach Delay		97.5		36.1	33.9		120.7	
Approach LOS		F		D	C		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 88.0	Intersection LOS: F
Intersection Capacity Utilization 101.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1951	18	25	863	238	16	25	17	798	62	366
Future Volume (veh/h)	298	1951	18	25	863	238	16	25	17	798	62	366
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	2011	17	26	890	219	16	26	12	869	0	246
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	1752	15	46	1136	279	41	67	31	760	0	510
Arrive On Green	0.11	0.49	0.49	0.03	0.40	0.40	0.08	0.08	0.08	0.21	0.00	0.21
Sat Flow, veh/h	3456	3611	30	1781	2823	694	525	854	394	3563	0	1585
Grp Volume(v), veh/h	307	988	1040	26	560	549	54	0	0	869	0	246
Grp Sat Flow(s),veh/h/ln	1728	1777	1865	1781	1777	1740	1773	0	0	1781	0	1585
Q Serve(g_s), s	8.5	47.3	47.3	1.4	26.8	26.9	2.8	0.0	0.0	20.8	0.0	12.1
Cycle Q Clear(g_c), s	8.5	47.3	47.3	1.4	26.8	26.9	2.8	0.0	0.0	20.8	0.0	12.1
Prop In Lane	1.00		0.02	1.00		0.40	0.30		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	375	862	905	46	715	700	140	0	0	760	0	510
V/C Ratio(X)	0.82	1.15	1.15	0.56	0.78	0.78	0.39	0.00	0.00	1.14	0.00	0.48
Avail Cap(c_a), veh/h	422	862	905	93	738	723	502	0	0	760	0	510
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	1.00
Uniform Delay (d), s/veh	42.5	25.1	25.1	46.9	25.4	25.4	42.7	0.0	0.0	38.4	0.0	26.5
Incr Delay (d2), s/veh	9.7	79.4	80.2	4.0	5.3	5.5	0.6	0.0	0.0	79.9	0.0	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	4.1	37.5	39.6	0.7	11.9	11.7	1.3	0.0	0.0	17.2	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	104.5	105.3	50.9	30.8	30.9	43.3	0.0	0.0	118.2	0.0	27.3
LnGrp LOS	D	F	F	D	C	C	D	A	A	F	A	C
Approach Vol, veh/h		2335			1135			54			1115	
Approach Delay, s/veh		98.0			31.3			43.3			98.1	
Approach LOS		F			C			D			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.4	7.1	52.0		26.0	15.2	44.0				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.1	* 47		20.8	11.9	* 41				
Max Q Clear Time (g_c+I1), s		4.8	3.4	49.3		22.8	10.5	28.9				
Green Ext Time (p_c), s		0.1	0.0	0.0		0.0	0.1	5.7				

Intersection Summary		
HCM 6th Ctrl Delay		81.1
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	501	8	0	215	0	5
Future Vol, veh/h	501	8	0	215	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	545	9	0	234	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	545
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	538
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	538
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	538	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s)	11.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	192	97	3	3	3
Future Vol, veh/h	8	192	97	3	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	9	209	105	3	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	108	0	-	0	334	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1483	-	-	-	661	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1483	-	-	-	656	947
Mov Cap-2 Maneuver	-	-	-	-	656	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	811	-

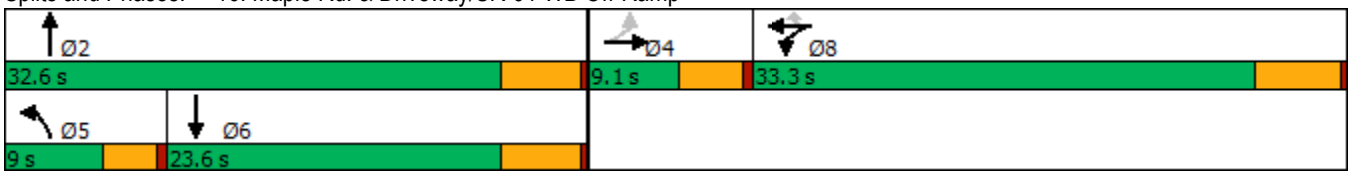
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	775
HCM Lane V/C Ratio	0.006	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	2	0	316	0	142	365	818	
Future Volume (vph)	2	0	316	0	142	365	818	
Turn Type	Perm	NA	Split	NA	Perm	NA	NA	
Protected Phases		4	8	8		2	6	5
Permitted Phases	4				8			
Detector Phase	4	4	8	8	8	2	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)	9.1	9.1	33.3	33.3	33.3	29.9	9.9	8.5
Total Split (s)	9.1	9.1	33.3	33.3	33.3	32.6	23.6	9.0
Total Split (%)	12.1%	12.1%	44.4%	44.4%	44.4%	43.5%	31.5%	12%
Yellow Time (s)	3.6	3.6	4.8	4.8	4.8	4.4	4.4	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.1	5.3	5.3	5.3	4.9	4.9	
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None
Act Effct Green (s)		5.2	11.3	11.3	11.3	28.8	28.8	
Actuated g/C Ratio		0.10	0.22	0.22	0.22	0.55	0.55	
v/c Ratio		0.04	0.47	0.47	0.33	0.20	0.45	
Control Delay		0.2	21.6	21.6	5.5	8.6	10.3	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		0.2	21.6	21.6	5.5	8.6	10.3	
LOS		A	C	C	A	A	B	
Approach Delay		0.3		16.6		8.6	10.3	
Approach LOS		A		B		A	B	

Intersection Summary			
Cycle Length: 75			
Actuated Cycle Length: 51.9			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Maple Rd. & Driveway/SR-91 WB Off-Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	10	316	0	142	0	365	0	0	818	0
Future Volume (veh/h)	2	0	10	316	0	142	0	365	0	0	818	0
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	1870	1870	1870	1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	2	0	10	343	0	106	0	397	0	0	889	0
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, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	4	0	21	519	0	231	4	1966	0	0	1966	0
Arrive On Green	0.02	0.00	0.02	0.15	0.00	0.15	0.00	0.55	0.00	0.00	0.55	0.00
Sat Flow, veh/h	269	0	1346	3563	0	1585	1781	3647	0	0	3741	0
Grp Volume(v), veh/h	12	0	0	343	0	106	0	397	0	0	889	0
Grp Sat Flow(s),veh/h/ln	1615	0	0	1781	0	1585	1781	1777	0	0	1777	0
Q Serve(g_s), s	0.4	0.0	0.0	4.6	0.0	3.1	0.0	2.8	0.0	0.0	7.5	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	4.6	0.0	3.1	0.0	2.8	0.0	0.0	7.5	0.0
Prop In Lane	0.17		0.83	1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	25	0	0	519	0	231	4	1966	0	0	1966	0
V/C Ratio(X)	0.48	0.00	0.00	0.66	0.00	0.46	0.00	0.20	0.00	0.00	0.45	0.00
Avail Cap(c_a), veh/h	161	0	0	1993	0	887	196	1966	0	0	1966	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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	24.4	0.0	0.0	20.2	0.0	19.6	0.0	5.6	0.0	0.0	6.7	0.0
Incr Delay (d2), s/veh	5.3	0.0	0.0	0.5	0.0	0.5	0.0	0.2	0.0	0.0	0.8	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	0.0	0.0	1.6	0.0	1.0	0.0	0.8	0.0	0.0	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	0.0	20.8	0.0	20.1	0.0	5.9	0.0	0.0	7.4	0.0
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		12			449			397			889	
Approach Delay, s/veh		29.8			20.6			5.9			7.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.6		4.9	0.0	32.6		12.6				
Change Period (Y+Rc), s		4.9		4.1	3.5	4.9		5.3				
Max Green Setting (Gmax), s		27.7		5.0	5.5	18.7		28.0				
Max Q Clear Time (g_c+I1), s		4.8		2.4	0.0	9.5		6.6				
Green Ext Time (p_c), s		1.6		0.0	0.0	2.9		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									

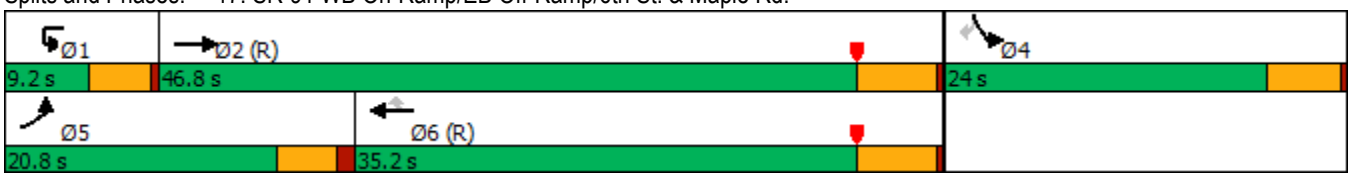
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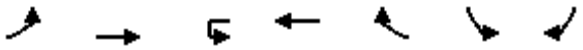
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	263	1898	653	102	774	371	
Future Volume (vph)	263	1898	653	102	774	371	
Turn Type	Prot	NA	NA	Perm	Prot	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.3	10.3	10.3	9.9	9.9	9.2
Total Split (s)	20.8	46.8	35.2	35.2	24.0	24.0	9.2
Total Split (%)	26.0%	58.5%	44.0%	44.0%	30.0%	30.0%	12%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.4	4.4	3.7
All-Red Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.3	5.3	5.3	4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	None
Act Effct Green (s)	15.5	50.7	30.6	30.6	19.1	19.1	
Actuated g/C Ratio	0.19	0.63	0.38	0.38	0.24	0.24	
v/c Ratio	0.84	0.92	0.52	0.17	1.03	0.61	
Control Delay	53.5	21.5	21.0	4.4	70.5	8.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.5	21.5	21.0	4.4	70.5	8.5	
LOS	D	C	C	A	E	A	
Approach Delay		25.4	18.8		50.4		
Approach LOS		C	B		D		

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 90.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 17: SR-91 WB On-Ramp/EB Off-Ramp/6th St. & Maple Rd.





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	263	1898	0	653	102	774	371
Future Volume (veh/h)	263	1898	0	653	102	774	371
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				0.98	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	286	2063		710	79	841	302
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	326	2252		1398	610	825	378
Arrive On Green	0.18	0.63		0.39	0.39	0.24	0.24
Sat Flow, veh/h	1781	3647		3647	1552	3456	1585
Grp Volume(v), veh/h	286	2063		710	79	841	302
Grp Sat Flow(s),veh/h/ln	1781	1777		1777	1552	1728	1585
Q Serve(g_s), s	12.5	40.5		12.1	2.6	19.1	14.3
Cycle Q Clear(g_c), s	12.5	40.5		12.1	2.6	19.1	14.3
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	326	2252		1398	610	825	378
V/C Ratio(X)	0.88	0.92		0.51	0.13	1.02	0.80
Avail Cap(c_a), veh/h	361	2252		1398	610	825	378
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.93	0.93	0.89	0.89
Uniform Delay (d), s/veh	31.8	12.8		18.4	15.5	30.5	28.6
Incr Delay (d2), s/veh	19.8	7.3		1.2	0.4	34.5	14.4
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	13.6		4.8	0.9	11.4	13.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	51.6	20.1		19.6	15.9	65.0	43.1
LnGrp LOS	D	C		B	B	F	D
Approach Vol, veh/h		2349		789		1143	
Approach Delay, s/veh		23.9		19.3		59.2	
Approach LOS		C		B		E	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		56.0		24.0	19.2	36.8	
Change Period (Y+Rc), s		5.3		4.9	4.6	5.3	
Max Green Setting (Gmax), s		41.5		19.1	16.2	29.9	
Max Q Clear Time (g_c+I1), s		42.5		21.1	14.5	14.1	
Green Ext Time (p_c), s		0.0		0.0	0.2	3.0	

Intersection Summary		
HCM 6th Ctrl Delay	32.5	
HCM 6th LOS	C	

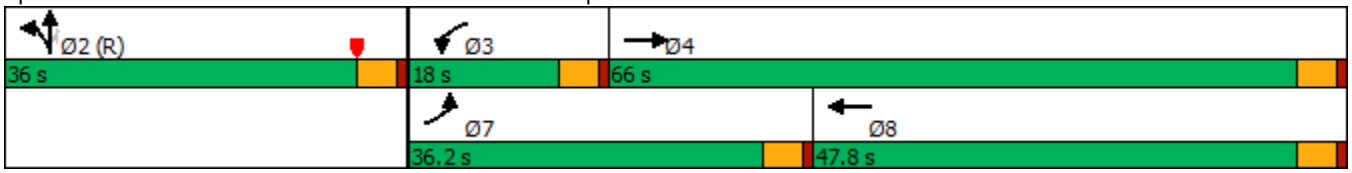
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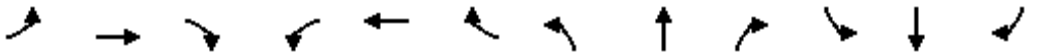
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	273	1697	279	522	233	194	554
Future Volume (vph)	273	1697	279	522	233	194	554
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	2	
Permitted Phases							2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	36.2	66.0	18.0	47.8	36.0	36.0	36.0
Total Split (%)	30.2%	55.0%	15.0%	39.8%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	24.3	61.4	13.4	50.5	31.4	31.4	31.4
Actuated g/C Ratio	0.20	0.51	0.11	0.42	0.26	0.26	0.26
v/c Ratio	0.83	1.48	1.54	0.34	0.52	0.51	1.06
Control Delay	64.6	245.1	302.1	22.7	42.9	42.5	83.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	245.1	302.1	22.7	42.9	42.5	83.9
LOS	E	F	F	C	D	D	F
Approach Delay		226.7		105.4		66.0	
Approach LOS		F		F		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.54	
Intersection Signal Delay: 167.5	Intersection LOS: F
Intersection Capacity Utilization 120.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	1697	702	279	522	141	233	194	554	0	0	0
Future Volume (veh/h)	273	1697	702	279	522	141	233	194	554	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	297	1845	366	303	567	126	232	240	390			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	326	1517	290	199	1843	401	466	489	409			
Arrive On Green	0.18	0.51	0.51	0.11	0.44	0.44	0.26	0.26	0.26			
Sat Flow, veh/h	1781	2965	566	1781	4184	910	1781	1870	1563			
Grp Volume(v), veh/h	297	1077	1134	303	459	234	232	240	390			
Grp Sat Flow(s),veh/h/ln	1781	1777	1754	1781	1702	1690	1781	1870	1563			
Q Serve(g_s), s	19.6	61.4	61.4	13.4	10.5	10.8	13.3	13.0	29.5			
Cycle Q Clear(g_c), s	19.6	61.4	61.4	13.4	10.5	10.8	13.3	13.0	29.5			
Prop In Lane	1.00		0.32	1.00		0.54	1.00		1.00			
Lane Grp Cap(c), veh/h	326	909	898	199	1499	744	466	489	409			
V/C Ratio(X)	0.91	1.18	1.26	1.52	0.31	0.31	0.50	0.49	0.95			
Avail Cap(c_a), veh/h	469	909	898	199	1499	744	466	489	409			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.20	0.20	0.20	0.95	0.95	0.95	1.00	1.00	1.00			
Uniform Delay (d), s/veh	48.1	29.3	29.3	53.3	21.7	21.8	37.6	37.5	43.6			
Incr Delay (d2), s/veh	3.4	85.6	120.3	258.3	0.1	0.2	3.8	3.5	34.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.9	46.1	54.2	20.2	4.1	4.3	6.3	6.5	15.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	114.9	149.6	311.6	21.8	22.0	41.4	41.0	77.8			
LnGrp LOS	D	F	F	F	C	C	D	D	E			
Approach Vol, veh/h		2508			996			862				
Approach Delay, s/veh		123.1			110.0			57.8				
Approach LOS		F			F			E				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		36.0	18.0	66.0			26.5	57.5				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		31.4	13.4	61.4			31.6	43.2				
Max Q Clear Time (g_c+I1), s		31.5	15.4	63.4			21.6	12.8				
Green Ext Time (p_c), s		0.0	0.0	0.0			0.3	4.8				

Intersection Summary												
HCM 6th Ctrl Delay			107.2									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	107.2
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	244	67	34	346	735	175
Future Vol, veh/h	244	67	34	346	735	175
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	72	37	372	790	188
Number of Lanes	1	0	0	2	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	20.5	15.1	175.3
HCM LOS	C	C	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	23%	0%	78%	0%	0%
Vol Thru, %	77%	100%	0%	100%	0%
Vol Right, %	0%	0%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	231	311	735	175
LT Vol	34	0	244	0	0
Through Vol	115	231	0	735	0
RT Vol	0	0	67	0	175
Lane Flow Rate	161	248	334	790	188
Geometry Grp	5	5	2	5	5
Degree of Util (X)	0.308	0.468	0.605	1.412	0.299
Departure Headway (Hd)	7.374	7.257	7.138	6.432	5.717
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	491	501	508	569	630
Service Time	5.074	4.957	5.138	4.149	3.434
HCM Lane V/C Ratio	0.328	0.495	0.657	1.388	0.298
HCM Control Delay	13.3	16.2	20.5	214.5	10.9
HCM Lane LOS	B	C	C	F	B
HCM 95th-tile Q	1.3	2.5	4	36.8	1.3

Intersection	
Intersection Delay, s/veh	106.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	92	25	13	49	72	3	261	10	103	641	57
Future Vol, veh/h	47	92	25	13	49	72	3	261	10	103	641	57
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	98	27	14	52	77	3	278	11	110	682	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.3	13.1	15.8	171.6
HCM LOS	B	B	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	29%	10%	13%
Vol Thru, %	95%	56%	37%	80%
Vol Right, %	4%	15%	54%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	274	164	134	801
LT Vol	3	47	13	103
Through Vol	261	92	49	641
RT Vol	10	25	72	57
Lane Flow Rate	291	174	143	852
Geometry Grp	1	1	1	1
Degree of Util (X)	0.493	0.332	0.266	1.317
Departure Headway (Hd)	6.578	7.596	7.466	5.563
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	551	476	485	656
Service Time	4.578	5.596	5.466	3.609
HCM Lane V/C Ratio	0.528	0.366	0.295	1.299
HCM Control Delay	15.8	14.3	13.1	171.6
HCM Lane LOS	C	B	B	F
HCM 95th-tile Q	2.7	1.4	1.1	34.6

Intersection	
Intersection Delay, s/veh	70.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	47	6	73	34	167	4	130	80	520	166	16
Future Vol, veh/h	5	47	6	73	34	167	4	130	80	520	166	16
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	50	6	78	36	178	4	138	85	553	177	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	16	12.9	113.7
HCM LOS	B	C	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	27%	74%
Vol Thru, %	61%	81%	12%	24%
Vol Right, %	37%	10%	61%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	58	274	702
LT Vol	4	5	73	520
Through Vol	130	47	34	166
RT Vol	80	6	167	16
Lane Flow Rate	228	62	291	747
Geometry Grp	1	1	1	1
Degree of Util (X)	0.375	0.121	0.5	1.17
Departure Headway (Hd)	6.244	7.578	6.572	5.641
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	581	476	551	642
Service Time	4.244	5.578	4.572	3.682
HCM Lane V/C Ratio	0.392	0.13	0.528	1.164
HCM Control Delay	12.9	11.6	16	113.7
HCM Lane LOS	B	B	C	F
HCM 95th-tile Q	1.7	0.4	2.8	24.7

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	10	3	197	205	39
Future Vol, veh/h	18	10	3	197	205	39
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	11	3	214	223	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	467	247	268	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	554	792	1296	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	549	790	1292	-	-	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	669	-	-
HCM Lane V/C Ratio	0.003	-	0.045	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	11	0	3	1	0	3	5	186	1	5	282	16
Future Vol, veh/h	11	0	3	1	0	3	5	186	1	5	282	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	3	1	0	3	5	202	1	5	307	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	540	539	316	540	547	203	324	0	0	203	0	0
Stage 1	326	326	-	213	213	-	-	-	-	-	-	-
Stage 2	214	213	-	327	334	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	453	449	724	453	445	838	1236	-	-	1369	-	-
Stage 1	687	648	-	789	726	-	-	-	-	-	-	-
Stage 2	788	726	-	686	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	448	445	724	448	441	838	1236	-	-	1369	-	-
Mov Cap-2 Maneuver	448	445	-	448	441	-	-	-	-	-	-	-
Stage 1	684	645	-	785	722	-	-	-	-	-	-	-
Stage 2	781	722	-	680	640	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	10.3	0.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	488	688	1369	-	-
HCM Lane V/C Ratio	0.004	-	-	0.031	0.006	0.004	-	-
HCM Control Delay (s)	7.9	0	-	12.6	10.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	191	37	134	248	39
Future Vol, veh/h	58	191	37	134	248	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	208	40	146	270	42
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.3	9.8	11.1
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	22%	23%	0%
Vol Thru, %	78%	0%	86%
Vol Right, %	0%	77%	14%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	171	249	287
LT Vol	37	58	0
Through Vol	134	0	248
RT Vol	0	191	39
Lane Flow Rate	186	271	312
Geometry Grp	1	1	1
Degree of Util (X)	0.258	0.352	0.41
Departure Headway (Hd)	5	4.685	4.733
Convergence, Y/N	Yes	Yes	Yes
Cap	712	763	755
Service Time	3.075	2.749	2.8
HCM Lane V/C Ratio	0.261	0.355	0.413
HCM Control Delay	9.8	10.3	11.1
HCM Lane LOS	A	B	B
HCM 95th-tile Q	1	1.6	2

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	119	0	108	0	140	162	193	206	0
Future Vol, veh/h	0	2	0	119	0	108	0	140	162	193	206	0
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	129	0	117	0	152	176	210	224	0
Number of Lanes	0	1	0	1	1	1	0	1	1	0	1	0

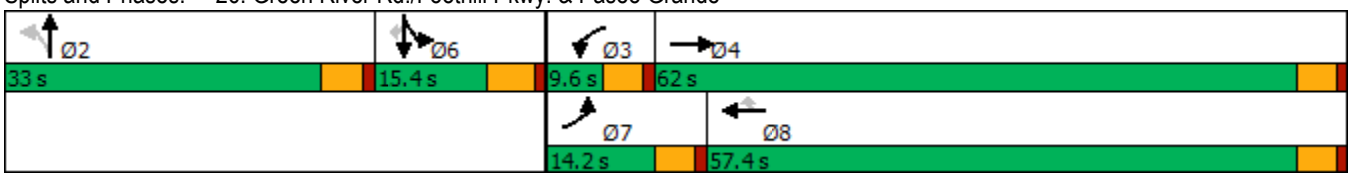
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	1
HCM Control Delay	10.6	11.4	11.4	28.4
HCM LOS	B	B	B	D

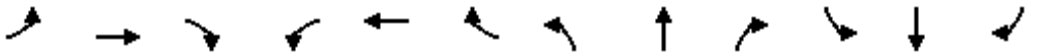
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	0%	0%	100%	0%	0%	48%
Vol Thru, %	100%	0%	100%	0%	100%	0%	52%
Vol Right, %	0%	100%	0%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	162	2	119	0	108	399
LT Vol	0	0	0	119	0	0	193
Through Vol	140	0	2	0	0	0	206
RT Vol	0	162	0	0	0	108	0
Lane Flow Rate	152	176	2	129	0	117	434
Geometry Grp	6	6	6	5	5	5	6
Degree of Util (X)	0.279	0.288	0.005	0.26	0	0.196	0.778
Departure Headway (Hd)	6.594	5.884	7.862	7.23	6.721	6.008	6.456
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	543	607	458	495	0	595	559
Service Time	4.361	3.651	5.562	4.992	4.483	3.769	4.21
HCM Lane V/C Ratio	0.28	0.29	0.004	0.261	0	0.197	0.776
HCM Control Delay	11.9	11	10.6	12.5	9.5	10.2	28.4
HCM Lane LOS	B	B	B	B	N	B	D
HCM 95th-tile Q	1.1	1.2	0	1	0	0.7	7.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	284	2103	2	945	53	2	0	88	0	351
Future Volume (vph)	284	2103	2	945	53	2	0	88	0	351
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA	Perm
Protected Phases	7	4	3	8			2	6	6	
Permitted Phases					8	2				6
Detector Phase	7	4	3	8	8	2	2	6	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	10.0
Minimum Split (s)	9.6	21.7	9.6	32.7	32.7	31.7	31.7	15.4	15.4	15.4
Total Split (s)	14.2	62.0	9.6	57.4	57.4	33.0	33.0	15.4	15.4	15.4
Total Split (%)	11.8%	51.7%	8.0%	47.8%	47.8%	27.5%	27.5%	12.8%	12.8%	12.8%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	3.7	4.4	4.4	4.4
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
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7		4.7	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.9	59.0	5.2	45.8	45.8		12.8	10.3	10.3	10.3
Actuated g/C Ratio	0.12	0.69	0.06	0.53	0.53		0.15	0.12	0.12	0.12
v/c Ratio	0.73	0.87	0.02	0.51	0.06		0.01	0.42	0.31	0.30
Control Delay	50.3	18.7	46.0	15.5	0.1		33.0	45.5	1.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	50.3	18.7	46.0	15.5	0.1		33.0	45.5	1.4	1.4
LOS	D	B	D	B	A		C	D	A	A
Approach Delay		22.5		14.7			33.0		10.2	
Approach LOS		C		B			C		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 26: Green River Rd./Foothill Pkwy. & Paseo Grande





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	2103	3	2	945	53	2	0	0	88	0	351
Future Volume (veh/h)	284	2103	3	2	945	53	2	0	0	88	0	351
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	287	2124	3	2	955	53	2	0	0	89	0	249
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	2360	3	5	1941	866	10	0	0	208	0	370
Arrive On Green	0.10	0.65	0.65	0.00	0.55	0.55	0.01	0.00	0.00	0.12	0.00	0.12
Sat Flow, veh/h	3456	3641	5	1781	3554	1585	1781	0	0	1781	0	3170
Grp Volume(v), veh/h	287	1036	1091	2	955	53	2	0	0	89	0	249
Grp Sat Flow(s),veh/h/ln	1728	1777	1869	1781	1777	1585	1781	0	0	1781	0	1585
Q Serve(g_s), s	6.9	42.1	42.2	0.1	14.3	1.3	0.1	0.0	0.0	4.0	0.0	6.4
Cycle Q Clear(g_c), s	6.9	42.1	42.2	0.1	14.3	1.3	0.1	0.0	0.0	4.0	0.0	6.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	1152	1212	5	1941	866	10	0	0	208	0	370
V/C Ratio(X)	0.79	0.90	0.90	0.41	0.49	0.06	0.21	0.00	0.00	0.43	0.00	0.67
Avail Cap(c_a), veh/h	388	1190	1252	104	2189	976	589	0	0	208	0	371
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	1.00
Uniform Delay (d), s/veh	37.4	12.7	12.7	42.6	12.1	9.1	42.4	0.0	0.0	35.1	0.0	36.2
Incr Delay (d2), s/veh	9.0	9.3	8.9	19.6	0.2	0.0	10.2	0.0	0.0	1.4	0.0	4.7
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	3.3	16.6	17.3	0.1	5.2	0.4	0.1	0.0	0.0	1.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	22.0	21.6	62.2	12.2	9.1	52.6	0.0	0.0	36.5	0.0	40.9
LnGrp LOS	D	C	C	E	B	A	D	A	A	D	A	D
Approach Vol, veh/h		2414			1010			2			338	
Approach Delay, s/veh		24.7			12.2			52.6			39.7	
Approach LOS		C			B			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.2	4.8	60.2		15.4	13.6	51.4				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.4	4.6	* 4.7				
Max Green Setting (Gmax), s		* 28	5.0	* 57		10.0	9.6	* 53				
Max Q Clear Time (g_c+I1), s		2.1	2.1	44.2		8.4	8.9	16.3				
Green Ext Time (p_c), s		0.0	0.0	11.3		0.2	0.0	8.6				

Intersection Summary		
HCM 6th Ctrl Delay		22.7
HCM 6th LOS		C

Notes

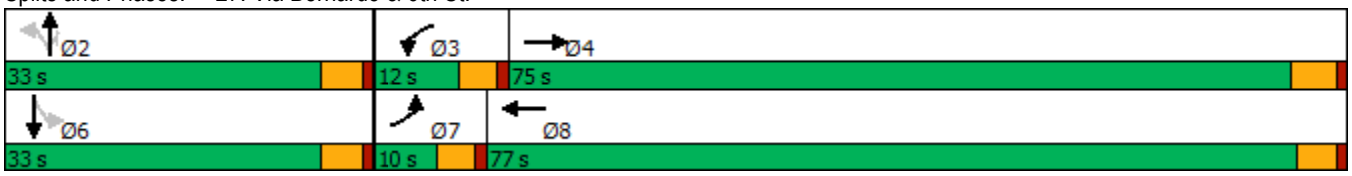
User approved volume balancing among the lanes for turning movement.

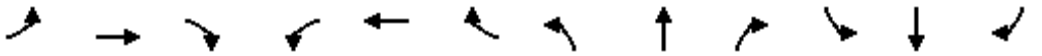
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	Ø6
Lane Configurations								
Traffic Volume (vph)	3	2069	153	856	116	0	120	
Future Volume (vph)	3	2069	153	856	116	0	120	
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		2	
Detector Phase	7	4	3	8	2	2	2	
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.1	9.5	21.7	14.7	14.7	14.7	30.7
Total Split (s)	10.0	75.0	12.0	77.0	33.0	33.0	33.0	33.0
Total Split (%)	8.3%	62.5%	10.0%	64.2%	27.5%	27.5%	27.5%	28%
Yellow Time (s)	3.5	4.1	3.5	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.1	4.5	4.7		4.7	4.7	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	5.1	70.1	7.5	80.7		15.8	15.8	
Actuated g/C Ratio	0.05	0.65	0.07	0.75		0.15	0.15	
v/c Ratio	0.04	1.13	1.35	0.35		0.61	0.43	
Control Delay	53.0	86.7	241.8	6.2		55.6	20.7	
Queue Delay	0.0	0.1	0.0	0.3		0.0	0.0	
Total Delay	53.0	86.8	241.8	6.4		55.6	20.7	
LOS	D	F	F	A		E	C	
Approach Delay		86.7		42.1		37.9		
Approach LOS		F		D		D		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 71.0	Intersection LOS: E
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 27: Via Bernardo & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2069	278	153	856	0	116	0	120	0	0	0
Future Volume (veh/h)	3	2069	278	153	856	0	116	0	120	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	2249	293	166	930	0	126	0	125	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	2137	272	129	2640	0	233	0	182	0	215	0
Arrive On Green	0.00	0.67	0.67	0.07	0.74	0.00	0.12	0.00	0.12	0.00	0.00	0.00
Sat Flow, veh/h	1781	3168	403	1781	3647	0	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	3	1238	1304	166	930	0	126	0	125	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1794	1781	1777	0	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.2	69.9	69.9	7.5	9.4	0.0	8.9	0.0	7.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	69.9	69.9	7.5	9.4	0.0	8.9	0.0	7.9	0.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	7	1199	1210	129	2640	0	233	0	182	0	215	0
V/C Ratio(X)	0.42	1.03	1.08	1.29	0.35	0.00	0.54	0.00	0.69	0.00	0.00	0.00
Avail Cap(c_a), veh/h	95	1199	1210	129	2640	0	457	0	433	0	511	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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	51.5	16.9	16.9	48.1	4.6	0.0	44.5	0.0	44.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	14.1	34.9	49.4	175.5	0.1	0.0	2.0	0.0	4.5	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	34.7	39.9	9.6	2.9	0.0	3.3	0.0	3.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	51.8	66.2	223.5	4.7	0.0	46.5	0.0	48.6	0.0	0.0	0.0
LnGrp LOS	E	F	F	F	A	A	D	A	D	A	A	A
Approach Vol, veh/h		2545			1096			251			0	
Approach Delay, s/veh		59.2			37.9			47.5			0.0	
Approach LOS		E			D			D				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.6	12.0	75.0		16.6	4.9	82.1				
Change Period (Y+Rc), s		* 4.7	4.5	5.1		* 4.7	4.5	* 5.1				
Max Green Setting (Gmax), s		* 28	7.5	69.9		* 28	5.5	* 72				
Max Q Clear Time (g_c+I1), s		10.9	9.5	71.9		0.0	2.2	11.4				
Green Ext Time (p_c), s		1.0	0.0	0.0		0.0	0.0	8.6				

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	172	7	11	139	78	8	55	10	211	259	50
Future Vol, veh/h	19	172	7	11	139	78	8	55	10	211	259	50
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	187	8	12	151	85	9	60	11	229	282	54
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	13.5	11.9	10.6	34
HCM LOS	B	B	B	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	10%	7%	0%	41%
Vol Thru, %	75%	87%	93%	0%	50%
Vol Right, %	14%	4%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	198	150	78	520
LT Vol	8	19	11	0	211
Through Vol	55	172	139	0	259
RT Vol	10	7	0	78	50
Lane Flow Rate	79	215	163	85	565
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.143	0.383	0.316	0.144	0.866
Departure Headway (Hd)	6.469	6.518	6.974	6.121	5.516
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	557	555	518	580	650
Service Time	4.48	4.518	4.674	3.92	3.592
HCM Lane V/C Ratio	0.142	0.387	0.315	0.147	0.869
HCM Control Delay	10.6	13.5	12.9	10	34
HCM Lane LOS	B	B	B	A	D
HCM 95th-tile Q	0.5	1.8	1.3	0.5	10

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	567	321	31	39	8
Future Vol, veh/h	11	567	321	31	39	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	12	616	349	34	42	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	383	0	-	0	1006	366
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	640	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1175	-	-	-	267	679
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1175	-	-	-	263	679
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1175	-	-	-	294
HCM Lane V/C Ratio	0.01	-	-	-	0.174
HCM Control Delay (s)	8.1	0	-	-	19.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	641	73	49	238	36	33
Future Vol, veh/h	641	73	49	238	36	33
Conflicting Peds, #/hr	0	6	0	0	0	39
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	697	79	53	259	39	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	782	0	979	433
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	832	-	247	571
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	781	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	827	-	227	547
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	722	-

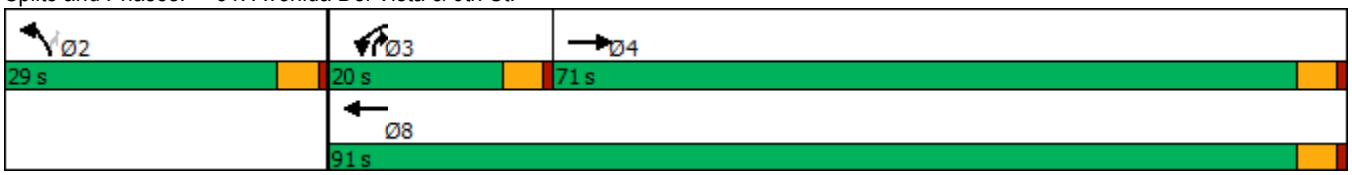
Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	827	-
HCM Lane V/C Ratio	0.238	-	-	0.064	-
HCM Control Delay (s)	20	-	-	9.7	0.3
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1864	238	770	175	196
Future Volume (vph)	1864	238	770	175	196
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	4	3	8	2	3
Permitted Phases					2
Detector Phase	4	3	8	2	3
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	22.7	9.6	14.7	27.7	9.6
Total Split (s)	71.0	20.0	91.0	29.0	20.0
Total Split (%)	59.2%	16.7%	75.8%	24.2%	16.7%
Yellow Time (s)	3.7	3.6	3.7	3.7	3.6
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)	4.7	4.6	4.7	4.7	4.6
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	66.4	15.4	86.5	13.0	33.2
Actuated g/C Ratio	0.61	0.14	0.79	0.12	0.30
v/c Ratio	1.05	0.99	0.29	0.44	0.42
Control Delay	55.4	103.0	3.7	47.6	31.4
Queue Delay	22.2	0.0	0.0	0.0	0.0
Total Delay	77.6	103.0	3.7	47.6	31.4
LOS	E	F	A	D	C
Approach Delay	77.6		27.1	39.1	
Approach LOS	E		C	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 59.0	Intersection LOS: E
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 31: Avenida Del Vista & 6th St.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1864	272	238	770	175	196
Future Volume (veh/h)	1864	272	238	770	175	196
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1942	283	248	802	182	204
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1873	266	248	2774	465	434
Arrive On Green	0.60	0.60	0.14	0.78	0.13	0.13
Sat Flow, veh/h	3217	444	1781	3647	3456	1585
Grp Volume(v), veh/h	1084	1141	248	802	182	204
Grp Sat Flow(s),veh/h/ln	1777	1790	1781	1777	1728	1585
Q Serve(g_s), s	66.3	66.3	15.4	7.1	5.3	11.9
Cycle Q Clear(g_c), s	66.3	66.3	15.4	7.1	5.3	11.9
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1065	1074	248	2774	465	434
V/C Ratio(X)	1.02	1.06	1.00	0.29	0.39	0.47
Avail Cap(c_a), veh/h	1065	1074	248	2774	760	569
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	22.1	22.1	47.6	3.4	43.7	33.5
Incr Delay (d2), s/veh	32.0	45.8	57.0	0.1	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.5	38.9	10.7	2.0	2.3	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.1	67.9	104.6	3.5	44.3	34.3
LnGrp LOS	F	F	F	A	D	C
Approach Vol, veh/h	2225			1050	386	
Approach Delay, s/veh	61.2			27.4	39.0	
Approach LOS	E			C	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		19.6	20.0	71.0		91.0
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		* 24	15.4	* 66		* 86
Max Q Clear Time (g_c+I1), s		13.9	17.4	68.3		9.1
Green Ext Time (p_c), s		1.0	0.0	0.0		7.0

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	23.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	227	34	16	132	136	16	191	10	239	250	68
Future Vol, veh/h	44	227	34	16	132	136	16	191	10	239	250	68
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	247	37	17	143	148	17	208	11	260	272	74
Number of Lanes	0	1	1	1	1	0	1	1	0	1	1	0

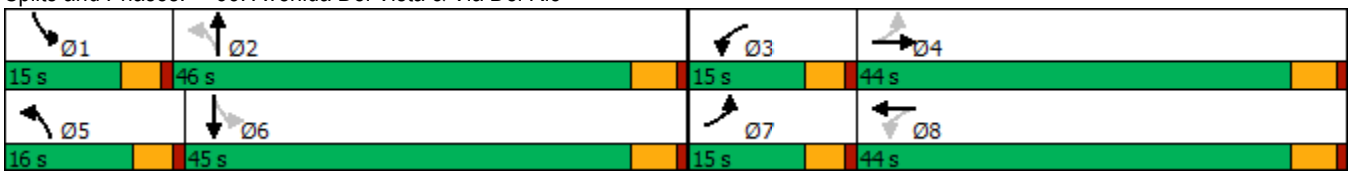
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	24.2	22.4	18.6	24.9
HCM LOS	C	C	C	C

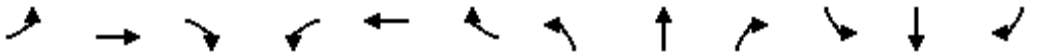
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	16%	0%	100%	0%	100%	0%
Vol Thru, %	0%	95%	84%	0%	0%	49%	0%	79%
Vol Right, %	0%	5%	0%	100%	0%	51%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	201	271	34	16	268	239	318
LT Vol	16	0	44	0	16	0	239	0
Through Vol	0	191	227	0	0	132	0	250
RT Vol	0	10	0	34	0	136	0	68
Lane Flow Rate	17	218	295	37	17	291	260	346
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.043	0.5	0.666	0.075	0.042	0.629	0.586	0.716
Departure Headway (Hd)	8.798	8.244	8.145	7.338	8.659	7.775	8.122	7.454
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	405	435	442	485	412	463	442	484
Service Time	6.598	6.043	5.934	5.126	6.447	5.562	5.913	5.244
HCM Lane V/C Ratio	0.042	0.501	0.667	0.076	0.041	0.629	0.588	0.715
HCM Control Delay	12	19.1	25.9	10.7	11.8	23	21.9	27.1
HCM Lane LOS	B	C	D	B	B	C	C	D
HCM 95th-tile Q	0.1	2.7	4.7	0.2	0.1	4.2	3.7	5.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	442	49	223	66	108	64	134
Future Volume (vph)	34	442	49	223	66	108	64	134
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	22.1	9.6	22.1	9.6	26.1	9.6	27.1
Total Split (s)	15.0	44.0	15.0	44.0	16.0	46.0	15.0	45.0
Total Split (%)	12.5%	36.7%	12.5%	36.7%	13.3%	38.3%	12.5%	37.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.1	3.6	4.1
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	5.1	4.6	5.1	4.6	5.1	4.6	5.1
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)	20.7	17.2	21.8	19.2	20.2	14.5	19.8	14.3
Actuated g/C Ratio	0.36	0.30	0.38	0.34	0.36	0.25	0.35	0.25
v/c Ratio	0.08	0.57	0.15	0.25	0.15	0.39	0.14	0.45
Control Delay	11.9	20.5	12.4	15.6	13.2	21.7	13.1	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	20.5	12.4	15.6	13.2	21.7	13.1	23.7
LOS	B	C	B	B	B	C	B	C
Approach Delay		20.0		15.2		19.3		21.0
Approach LOS		C		B		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 50.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: Avenida Del Vista & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	442	112	49	223	47	66	108	60	64	134	55
Future Volume (veh/h)	34	442	112	49	223	47	66	108	60	64	134	55
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	480	118	53	242	51	72	117	64	70	146	56
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	768	188	343	831	172	390	238	130	405	268	103
Arrive On Green	0.04	0.27	0.27	0.05	0.28	0.28	0.06	0.21	0.21	0.06	0.21	0.21
Sat Flow, veh/h	1781	2831	692	1781	2931	607	1781	1137	622	1781	1288	494
Grp Volume(v), veh/h	37	300	298	53	145	148	72	0	181	70	0	202
Grp Sat Flow(s),veh/h/ln	1781	1777	1746	1781	1777	1761	1781	0	1758	1781	0	1781
Q Serve(g_s), s	0.7	7.1	7.2	1.0	3.1	3.2	1.5	0.0	4.4	1.4	0.0	4.9
Cycle Q Clear(g_c), s	0.7	7.1	7.2	1.0	3.1	3.2	1.5	0.0	4.4	1.4	0.0	4.9
Prop In Lane	1.00		0.40	1.00		0.34	1.00		0.35	1.00		0.28
Lane Grp Cap(c), veh/h	459	482	473	343	504	499	390	0	368	405	0	371
V/C Ratio(X)	0.08	0.62	0.63	0.15	0.29	0.30	0.18	0.00	0.49	0.17	0.00	0.54
Avail Cap(c_a), veh/h	772	1438	1413	635	1438	1426	698	0	1497	678	0	1479
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	1.00
Uniform Delay (d), s/veh	11.7	15.4	15.4	11.9	13.4	13.5	13.5	0.0	16.8	13.5	0.0	17.0
Incr Delay (d2), s/veh	0.0	1.3	1.4	0.1	0.3	0.3	0.1	0.0	1.0	0.1	0.0	1.2
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	2.6	2.6	0.3	1.1	1.1	0.5	0.0	1.6	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	16.7	16.8	12.0	13.7	13.8	13.6	0.0	17.8	13.6	0.0	18.2
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		635			346			253			272	
Approach Delay, s/veh		16.4			13.5			16.6			17.0	
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	15.2	7.1	18.1	7.7	15.1	6.5	18.7
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	40.9	10.4	38.9	11.4	39.9	10.4	38.9
Max Q Clear Time (g_c+I1), s	3.4	6.4	3.0	9.2	3.5	6.9	2.7	5.2
Green Ext Time (p_c), s	0.0	1.1	0.0	3.8	0.0	1.2	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

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	20	203	18	23	220	39	2	25	21	54	47	28
Future Vol, veh/h	20	203	18	23	220	39	2	25	21	54	47	28
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	221	20	25	239	42	2	27	23	59	51	30
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11	11	8.9	9.9
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	4%	9%	0%	9%	0%	42%
Vol Thru, %	52%	91%	0%	91%	0%	36%
Vol Right, %	44%	0%	100%	0%	100%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	223	18	243	39	129
LT Vol	2	20	0	23	0	54
Through Vol	25	203	0	220	0	47
RT Vol	21	0	18	0	39	28
Lane Flow Rate	52	242	20	264	42	140
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.078	0.363	0.025	0.392	0.054	0.208
Departure Headway (Hd)	5.397	5.39	4.638	5.349	4.596	5.346
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	668	662	763	668	771	665
Service Time	3.397	3.171	2.419	3.128	2.374	3.431
HCM Lane V/C Ratio	0.078	0.366	0.026	0.395	0.054	0.211
HCM Control Delay	8.9	11.3	7.5	11.6	7.6	9.9
HCM Lane LOS	A	B	A	B	A	A
HCM 95th-tile Q	0.3	1.7	0.1	1.9	0.2	0.8

APPENDIX 8.3: CITY OF CORONA GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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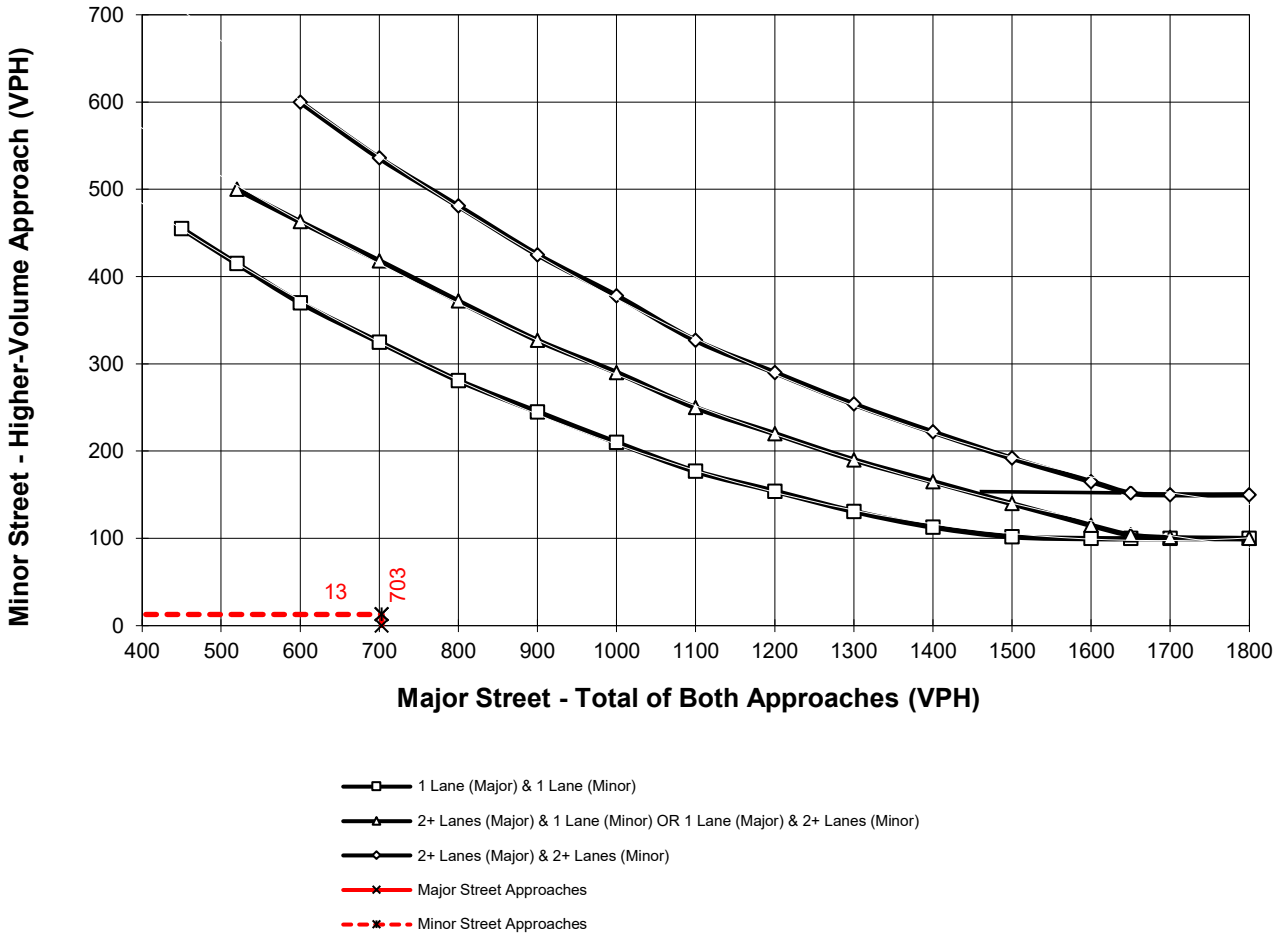
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Pine Crest Dr.**
Total of Both Approaches (VPH) = **703**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Mountain View Dr.**
High Volume Approach (VPH) = **13**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

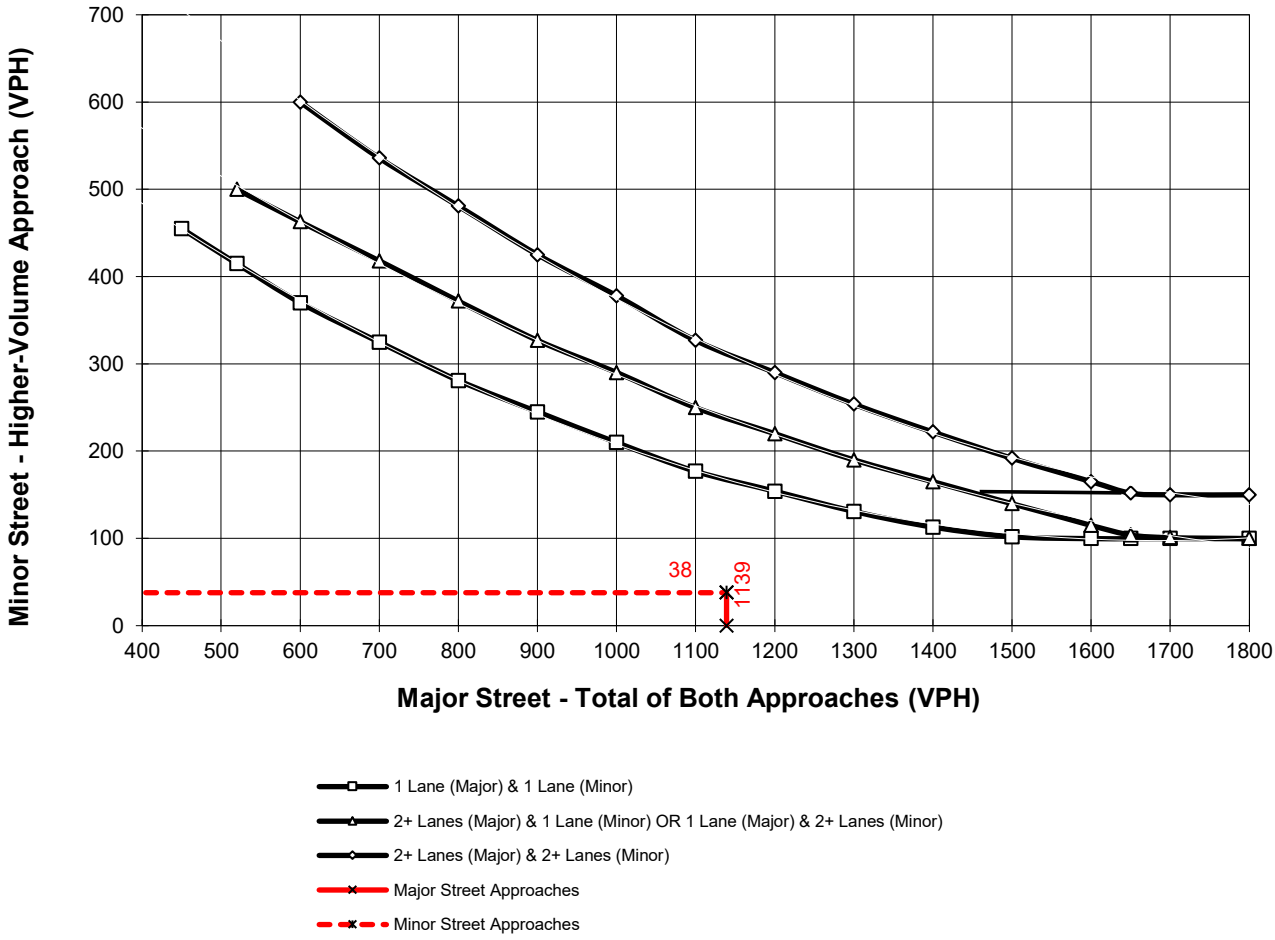
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **1139**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Brae Burn Rd.**
High Volume Approach (VPH) = **38**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

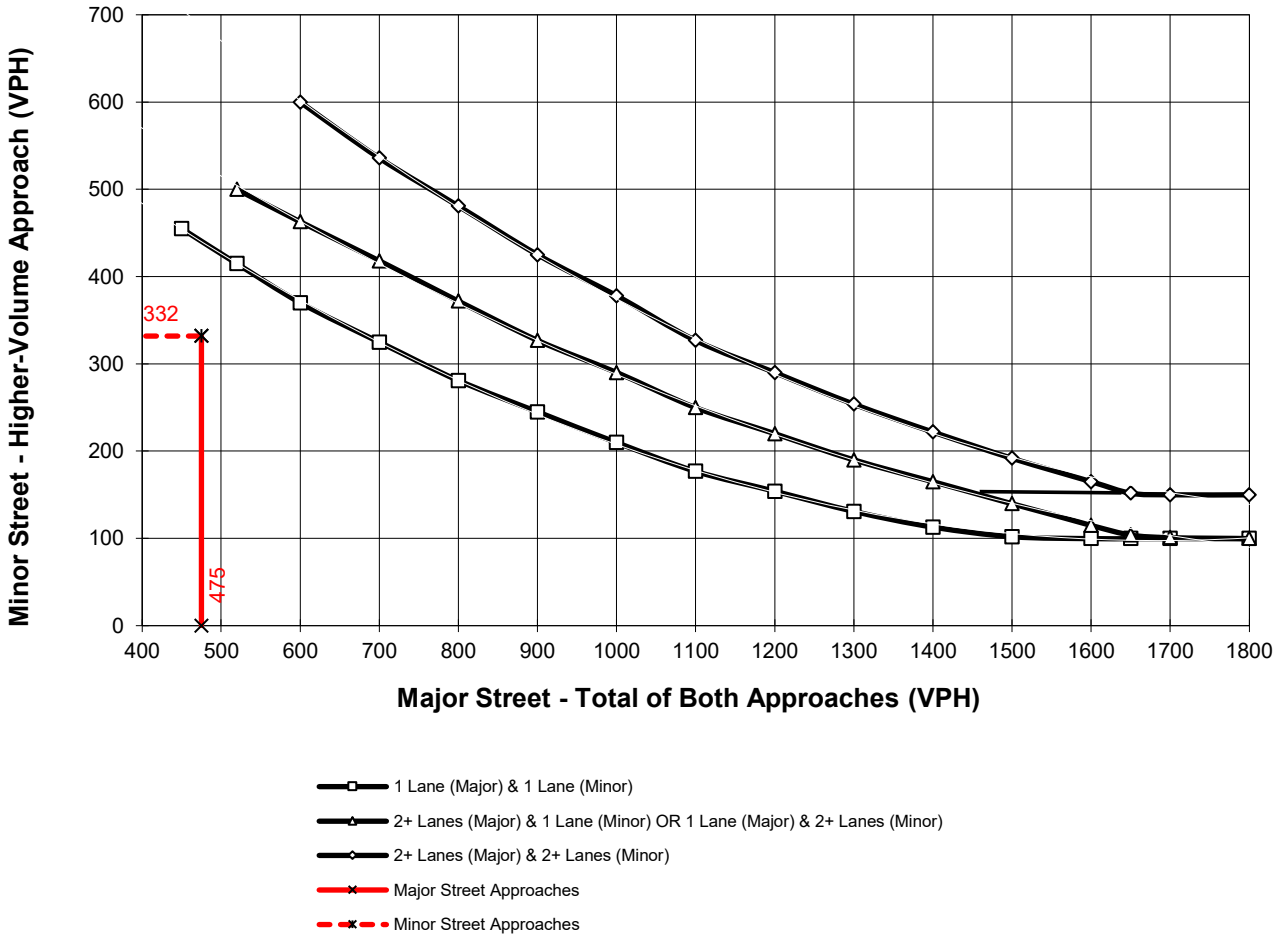
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Bernardo**
Total of Both Approaches (VPH) = **475**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **332**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

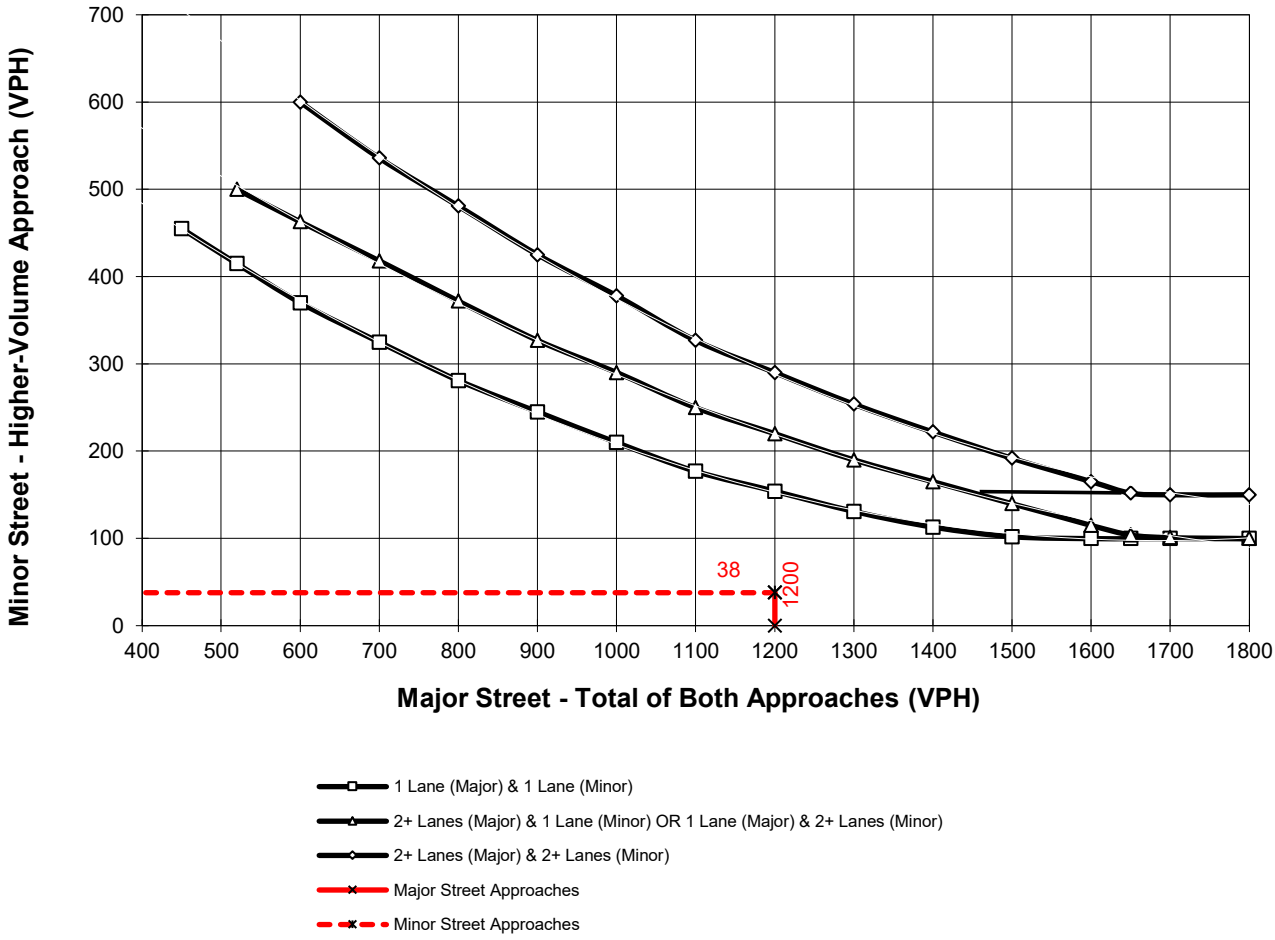
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **1200**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **38**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

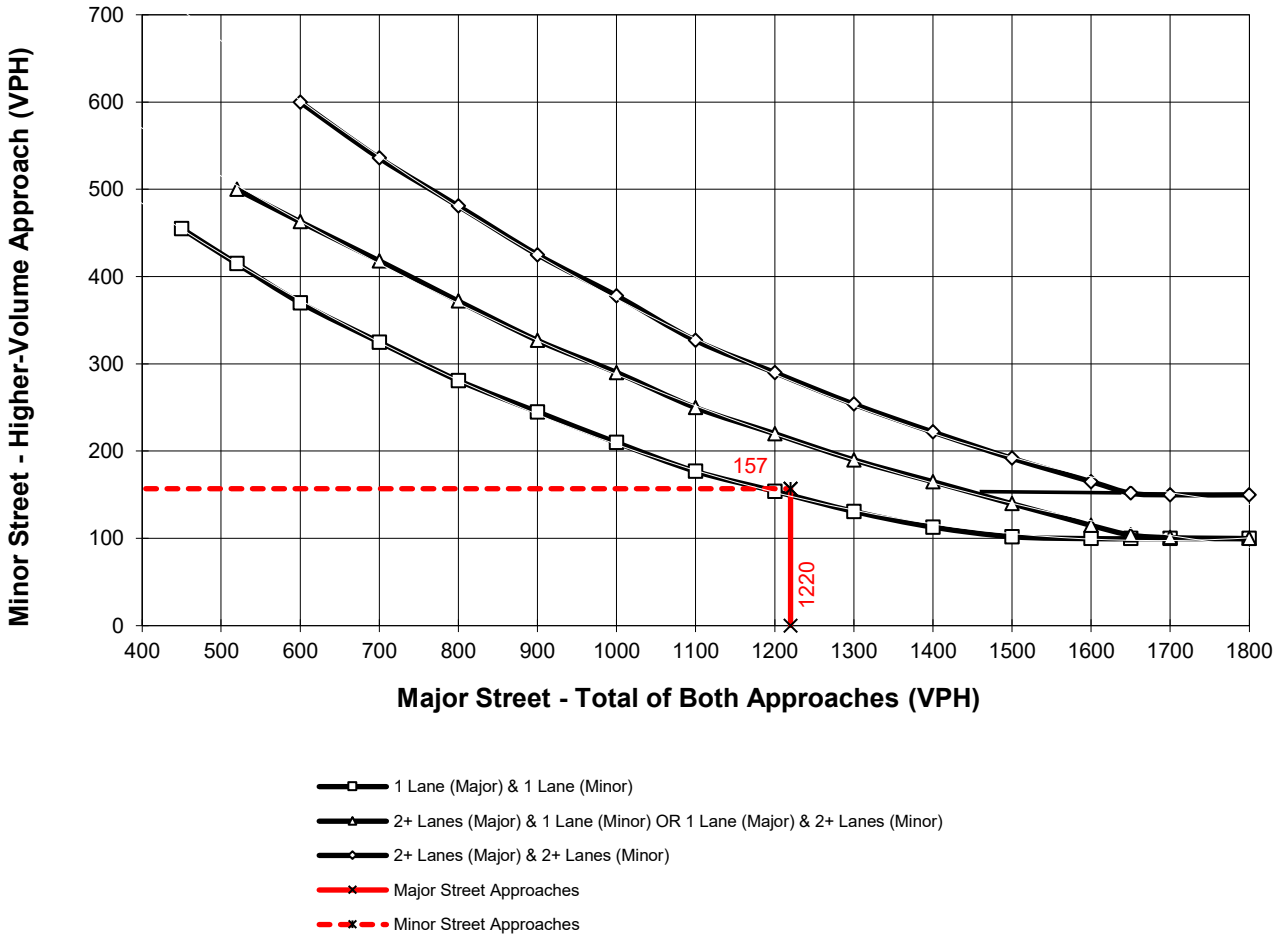
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **1220**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Kirkwood Dr.**
High Volume Approach (VPH) = **157**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

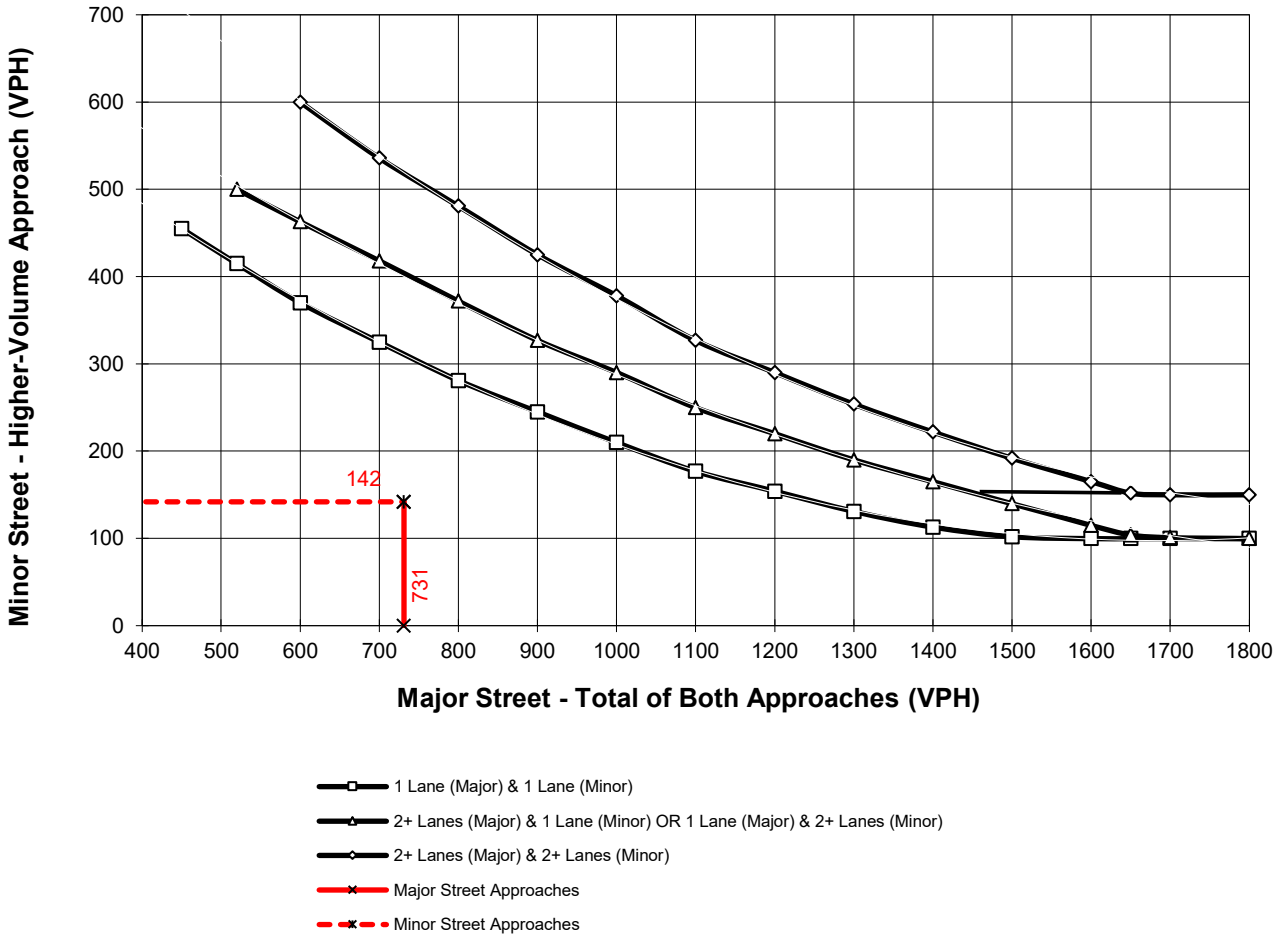
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Ontario Av.**
Total of Both Approaches (VPH) = **731**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenida Del Vista**
High Volume Approach (VPH) = **142**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 8.4: CITY OF CORONA GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	GPBO WP
				CALC CS	DATE 06/22/23
Jurisdiction: **County of Riverside**				CHK CS	DATE 06/22/23
Major Street: **Frontage Rd.**				Critical Approach Speed (Major)	35 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 = **4,491** vpd Minor Street Future ADT = **109** 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 ……..

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	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)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **4,491** / *1* **109**	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				
1 **4,491** / *1* **109**	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: 5% B: 9%				

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	GPBO WP
				CALC CS	DATE 06/21/23
				CHK CS	DATE 06/21/23

Jurisdiction: **County of Riverside**
Major Street: **Pine Crest Dr.**
Minor Street: **Driveway 2**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,652** vpd
Minor Street Future ADT = **102** 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 ……..

URBAN (U)

(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 **2,652**	*1* **102**	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 **2,652**	*1* **102**	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** 4% **B** 9%	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.

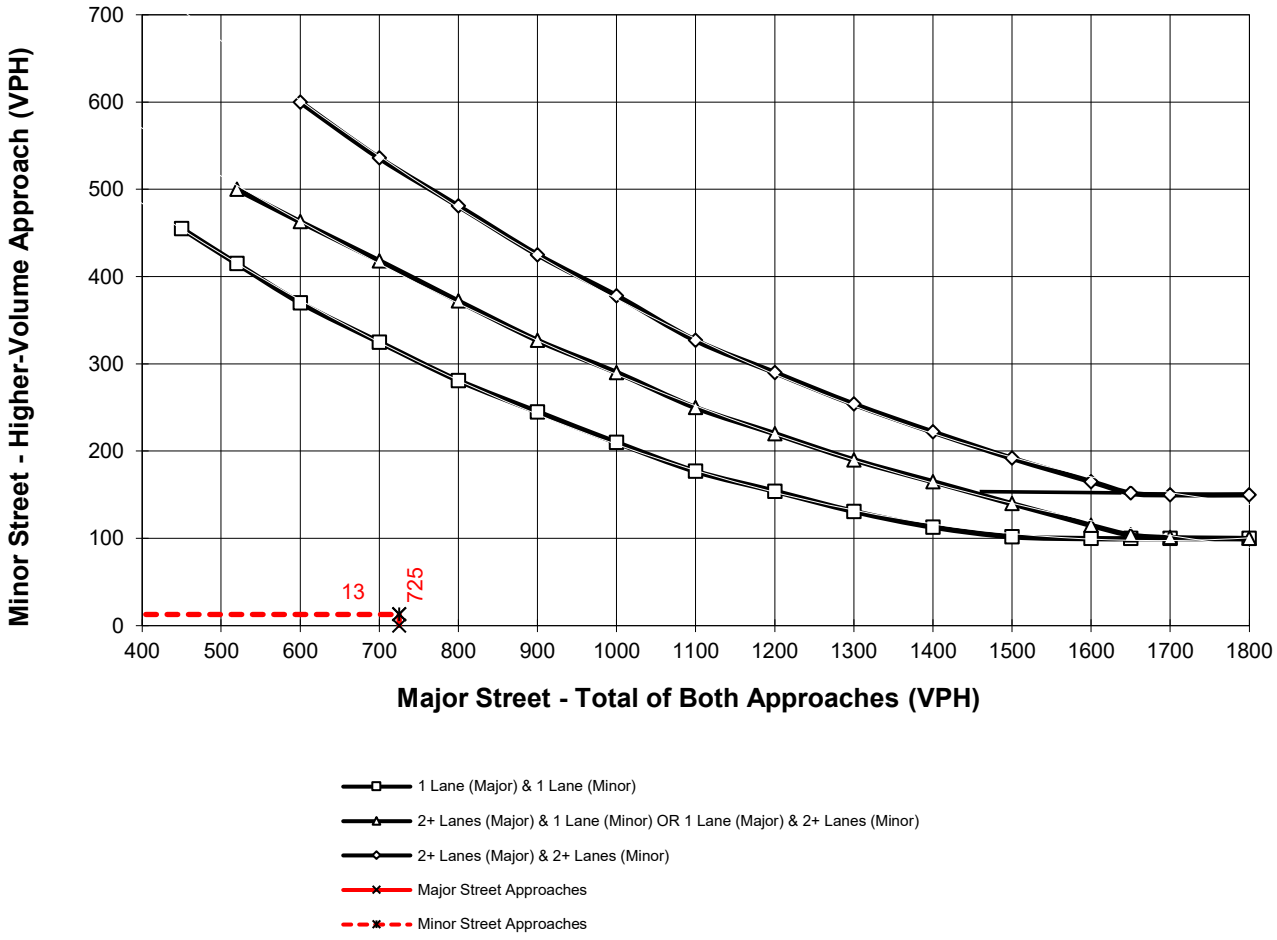
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Pine Crest Dr.**
Total of Both Approaches (VPH) = **725**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Mountain View Dr.**
High Volume Approach (VPH) = **13**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

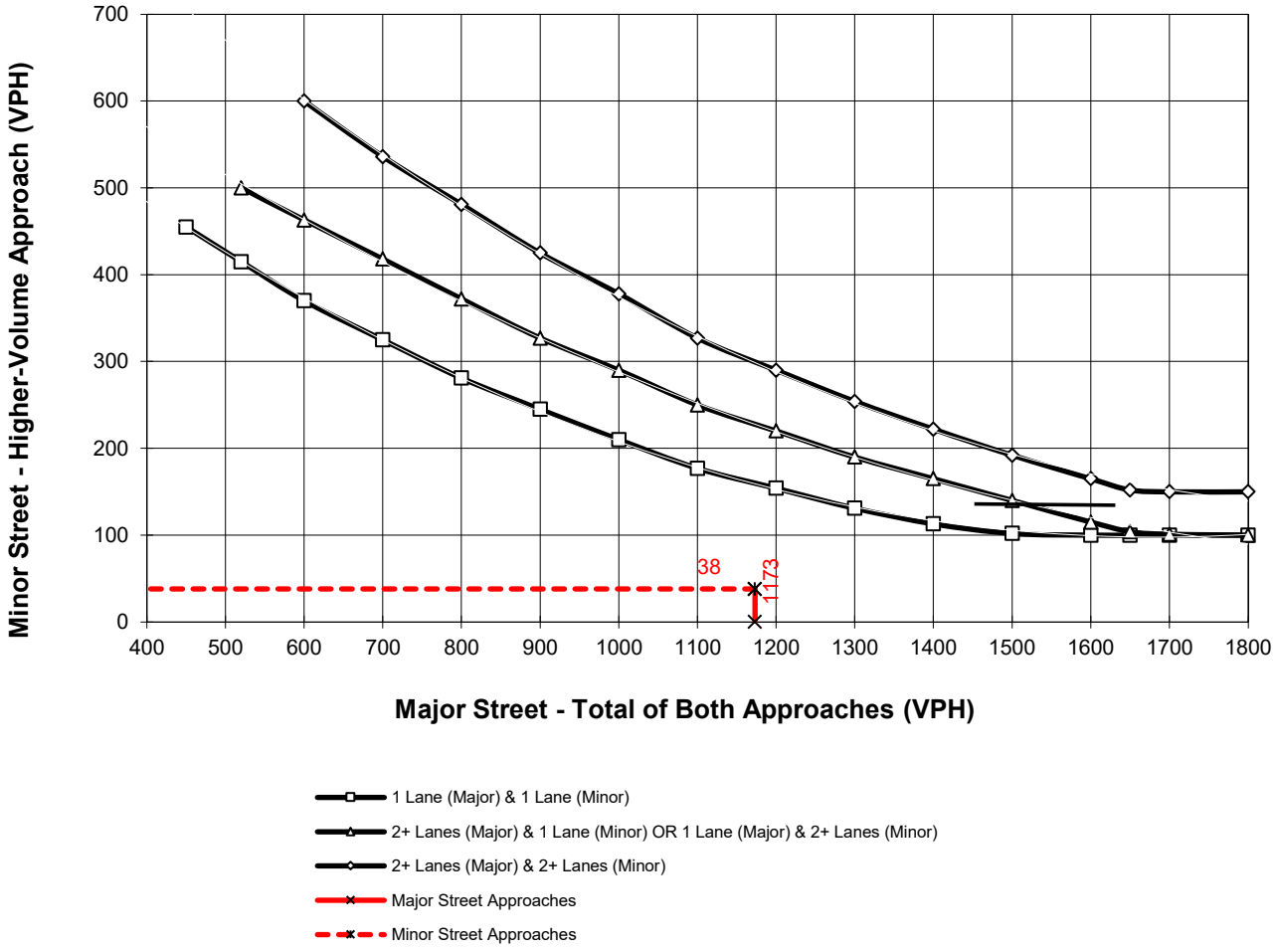
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Paseo Grande**
Total of Both Approaches (VPH) = **1173**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Brae Burn Rd.**
High Volume Approach (VPH) = **38**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 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	GPBO WP
				CALC CS	DATE 06/22/23
Jurisdiction: **County of Riverside**				CHK CS	DATE 06/22/23
Major Street: **Paseo Grande**				Critical Approach Speed (Major)	35 mph
Minor Street: **Driveway 4/5**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,257** vpd Minor Street Future ADT = **237** 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 ……..

URBAN (U)

(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 **5,257**	*1* **237**	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 **5,257**	*1* **237**	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** 10% **B** 20%				

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.

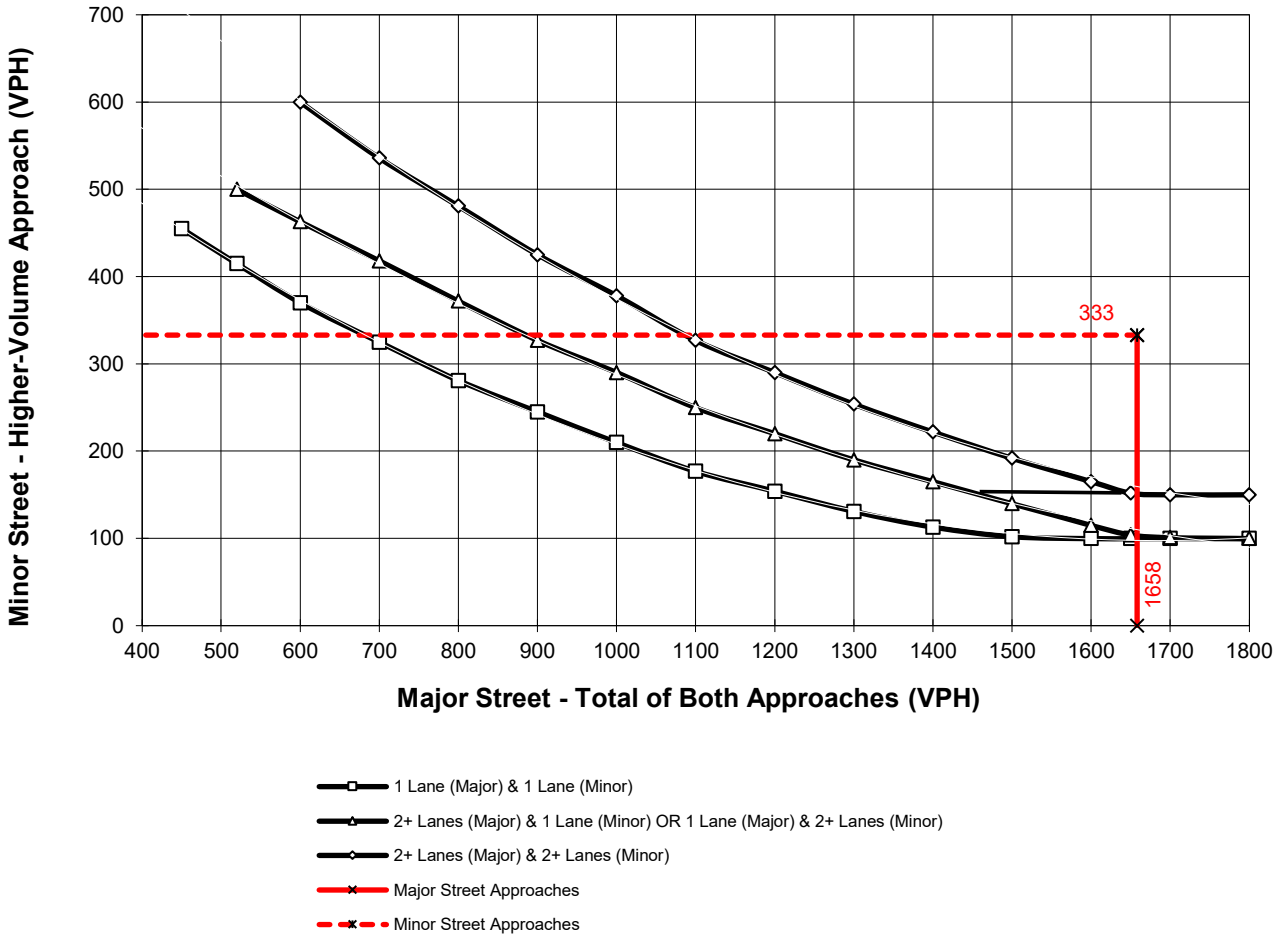
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Bernardo**
Total of Both Approaches (VPH) = **1658**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Santiago**
High Volume Approach (VPH) = **333**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

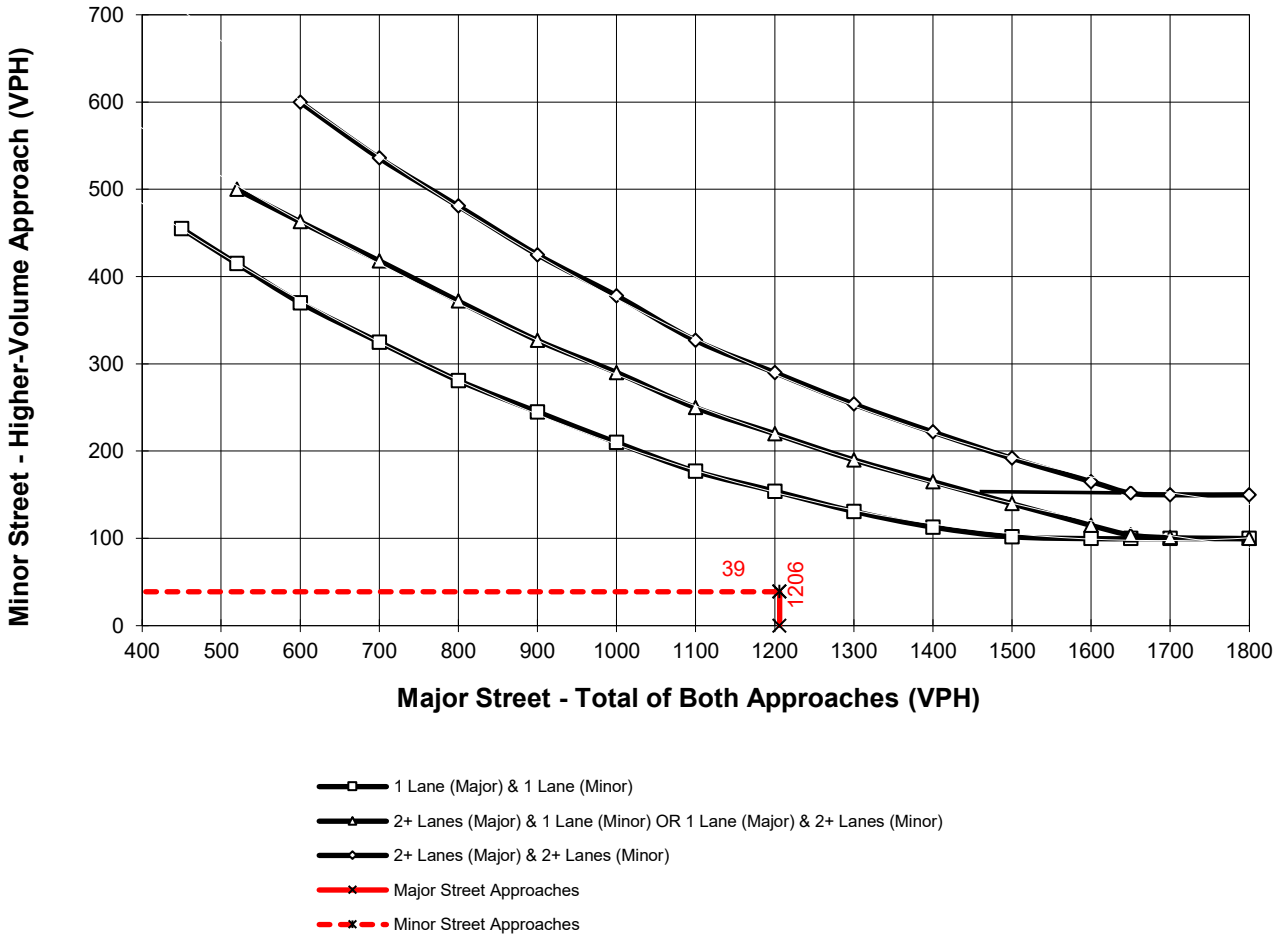
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **1206**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Via Bernardo**
High Volume Approach (VPH) = **39**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

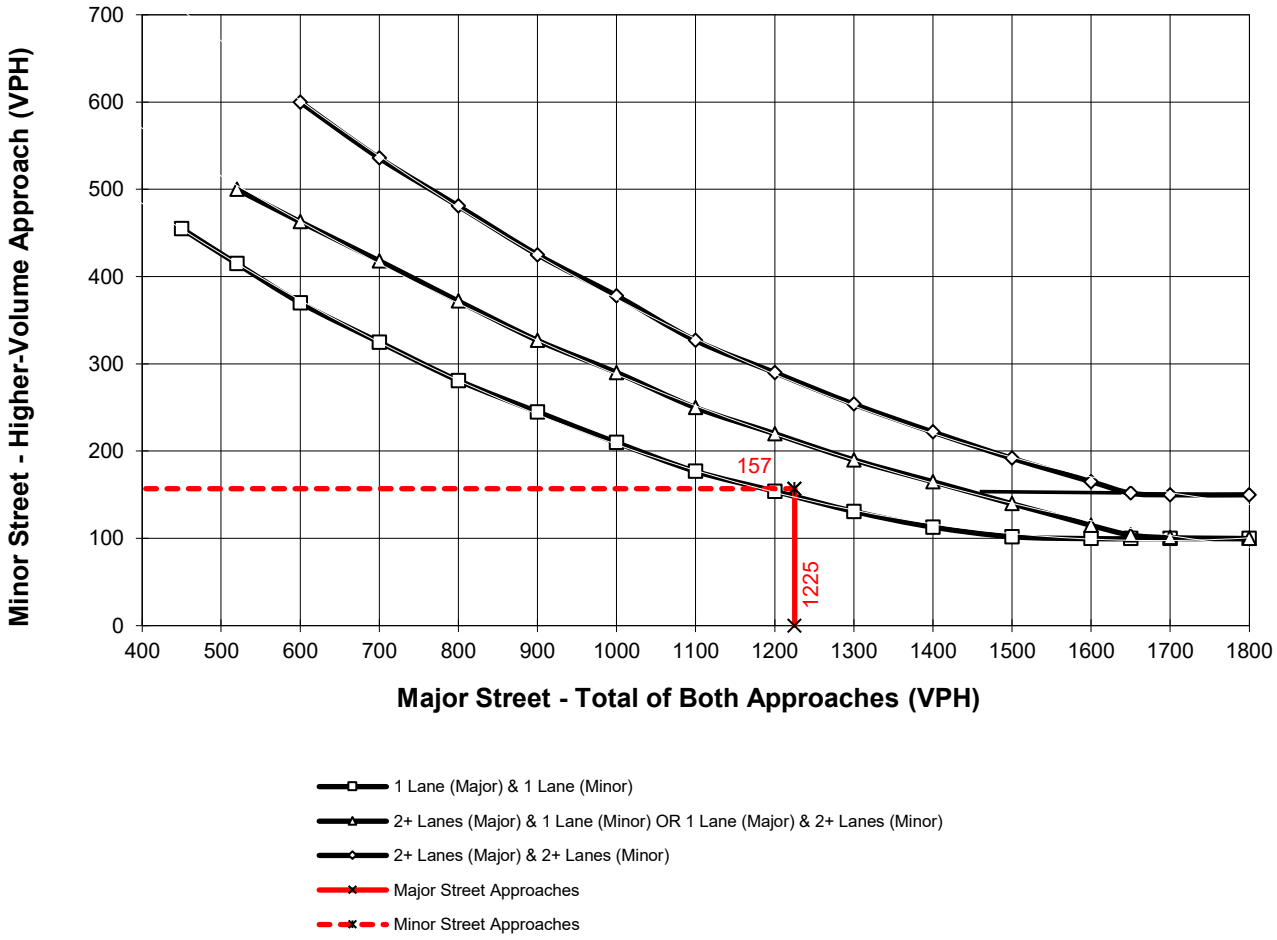
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Via Del Rio**
Total of Both Approaches (VPH) = **1225**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Kirkwood Dr.**
High Volume Approach (VPH) = **157**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

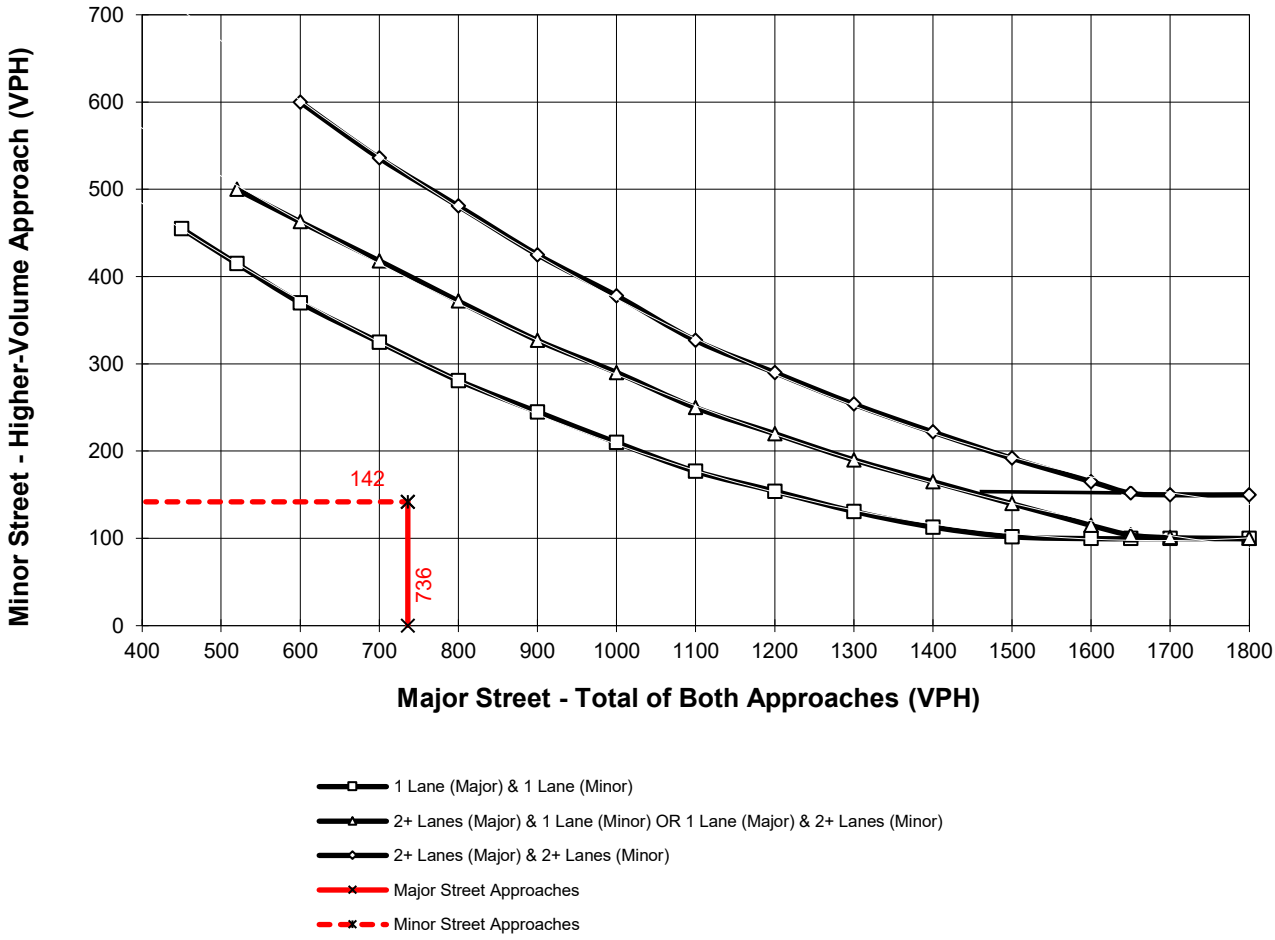
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **GPBO With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Ontario Av.**
Total of Both Approaches (VPH) = **736**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenida Del Vista**
High Volume Approach (VPH) = **142**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED

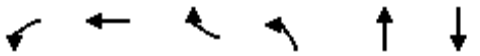


*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 8.5: CITY OF CORONA GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	95	110	69	908	748	1166
v/c Ratio	0.89	0.98	0.38	1.19	0.26	1.61dr
Control Delay	102.2	122.6	12.0	121.7	1.3	110.6
Queue Delay	0.0	0.0	0.0	0.1	0.0	1.0
Total Delay	102.2	122.6	12.0	121.8	1.3	111.5
Queue Length 50th (ft)	50	58	0	~569	7	~368
Queue Length 95th (ft)	#138	#158	26	#749	18	#475
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	107	112	184	761	2862	1006
Starvation Cap Reductn	0	0	0	8	0	170
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.98	0.38	1.21	0.26	1.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

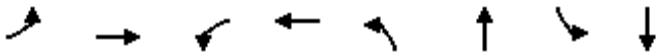
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	230	233	520	1886	57	361
v/c Ratio	0.68	0.68	0.71	0.67	0.33	0.15
Control Delay	39.2	39.4	8.5	13.3	23.7	5.9
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	39.2	39.4	8.5	13.5	23.7	5.9
Queue Length 50th (ft)	109	110	0	224	20	45
Queue Length 95th (ft)	180	182	79	312	m19	m47
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	413	415	781	2827	207	2370
Starvation Cap Reductn	0	0	0	16	0	0
Spillback Cap Reductn	0	0	0	277	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.56	0.67	0.74	0.28	0.15

Intersection Summary

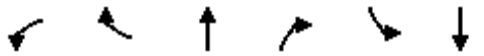
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	151	64	342	329	66	1445	149	704
v/c Ratio	0.71	0.12	0.82	0.55	0.48	0.87	0.62	0.41
Control Delay	51.3	10.2	50.0	19.1	62.5	32.6	62.7	20.0
Queue Delay	0.0	0.0	0.0	0.0	1.8	49.1	0.0	0.0
Total Delay	51.3	10.2	50.0	19.1	64.3	81.7	62.7	20.0
Queue Length 50th (ft)	95	6	226	102	46	452	54	164
Queue Length 95th (ft)	177	36	343	190	97	638	#105	251
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	294	728	574	769	183	1923	252	1823
Starvation Cap Reductn	0	0	0	0	44	844	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.09	0.60	0.43	0.47	1.34	0.59	0.39

Intersection Summary

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	205	249	1327	81	224	866
v/c Ratio	0.67	0.54	0.77	0.10	0.75	0.34
Control Delay	47.1	10.8	21.8	6.5	55.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	63.5	0.4
Total Delay	47.1	10.8	21.8	6.5	119.1	6.0
Queue Length 50th (ft)	104	7	293	9	117	78
Queue Length 95th (ft)	213	79	441	34	#326	144
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	633	709	2540	1125	300	3155
Starvation Cap Reductn	0	0	0	0	135	1675
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.35	0.52	0.07	1.36	0.59

Intersection Summary

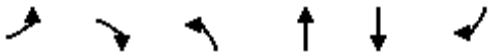
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	53	8	1281	19	1053
v/c Ratio	0.50	0.18	0.07	0.55	0.15	0.83
Control Delay	39.0	18.4	46.6	9.6	46.2	18.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.0	18.4	46.6	9.7	46.2	18.0
Queue Length 50th (ft)	48	6	4	123	8	285
Queue Length 95th (ft)	139	46	23	332	39	#967
Internal Link Dist (ft)	948	869		423		759
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	431	491	190	3152	190	1644
Starvation Cap Reductn	0	0	0	622	0	24
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.11	0.04	0.51	0.10	0.65

Intersection Summary

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



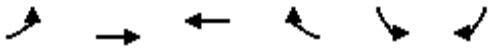
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	218	14	47	1084	485	563
v/c Ratio	0.29	0.03	0.22	0.52	0.55	0.62
Control Delay	21.4	0.2	29.0	7.3	14.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	0.2	29.0	7.3	14.5	8.3
Queue Length 50th (ft)	30	0	14	78	111	44
Queue Length 95th (ft)	74	0	52	164	250	165
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	1518	771	363	3405	1763	1482
Starvation Cap Reductn	0	0	0	0	31	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.02	0.13	0.32	0.28	0.38

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	6	36	37	99	11	440	467
v/c Ratio	0.02	0.13	0.13	0.26	0.06	0.19	0.21
Control Delay	0.2	17.3	17.3	3.5	26.0	7.4	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	17.3	17.3	3.5	26.0	7.4	9.6
Queue Length 50th (ft)	0	8	8	0	3	17	18
Queue Length 95th (ft)	0	29	30	16	20	111	143
Internal Link Dist (ft)	323		1076			613	246
Turn Bay Length (ft)		360		360	120		
Base Capacity (vph)	317	963	975	966	199	2341	2251
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	0.02	0.04	0.04	0.10	0.06	0.19	0.21

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	292	561	1754	212	257	333
v/c Ratio	0.89	0.21	1.00	0.24	0.57	0.85
Control Delay	63.6	3.6	41.9	2.5	37.5	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	3.6	41.9	2.5	37.5	34.0
Queue Length 50th (ft)	147	40	436	0	61	56
Queue Length 95th (ft)	#270	51	#546	26	90	#154
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	328	2623	1762	884	519	419
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.21	1.00	0.24	0.50	0.79

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	296.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	21	61	259	80	471	47	379	170	74	249	3
Future Vol, veh/h	3	21	61	259	80	471	47	379	170	74	249	3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	26	74	316	98	574	57	462	207	90	304	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.5	457.7	249.4	54.8
HCM LOS	C	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	32%	23%
Vol Thru, %	64%	25%	10%	76%
Vol Right, %	29%	72%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	596	85	810	326
LT Vol	47	3	259	74
Through Vol	379	21	80	249
RT Vol	170	61	471	3
Lane Flow Rate	727	104	988	398
Geometry Grp	1	1	1	1
Degree of Util (X)	1.466	0.253	1.957	0.852
Departure Headway (Hd)	9.698	13.112	8.089	11.3
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	385	276	464	326
Service Time	7.698	11.112	6.089	9.3
HCM Lane V/C Ratio	1.888	0.377	2.129	1.221
HCM Control Delay	249.4	20.5	457.7	54.8
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	28.7	1	58.8	7.6

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	10	3	568	555	13
Future Vol, veh/h	28	10	3	568	555	13
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	14	4	789	771	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1604	807	816	0	-	0
Stage 1	807	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	116	381	812	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	371	791	-	-	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.6	0.1	0
HCM LOS	C		

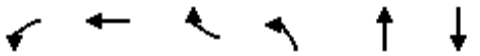
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	791	-	269	-	-
HCM Lane V/C Ratio	0.005	-	0.196	-	-
HCM Control Delay (s)	9.6	0	21.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	339.8
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	242	267	538	447	118
Future Vol, veh/h	34	242	267	538	447	118
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	356	393	791	657	174
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	31	522.8	230
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	12%	0%
Vol Thru, %	67%	0%	79%
Vol Right, %	0%	88%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	805	276	565
LT Vol	267	34	0
Through Vol	538	0	447
RT Vol	0	242	118
Lane Flow Rate	1184	406	831
Geometry Grp	1	1	1
Degree of Util (X)	2.11	0.736	1.437
Departure Headway (Hd)	7.103	8.261	7.676
Convergence, Y/N	Yes	Yes	Yes
Cap	521	442	482
Service Time	5.103	6.261	5.676
HCM Lane V/C Ratio	2.273	0.919	1.724
HCM Control Delay	522.8	31	230
HCM Lane LOS	F	D	F
HCM 95th-tile Q	75.6	5.9	33.2



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	261	262	114	232	799	1439
v/c Ratio	0.84	0.85	0.30	0.75	0.33	0.96
Control Delay	56.5	57.0	8.2	50.9	3.4	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	43.2
Total Delay	56.5	57.0	8.2	50.9	3.4	82.7
Queue Length 50th (ft)	131	131	0	108	30	~413
Queue Length 95th (ft)	#253	#255	41	#195	64	#543
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	334	334	405	340	2437	1497
Starvation Cap Reductn	0	0	0	0	0	353
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.78	0.28	0.68	0.33	1.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



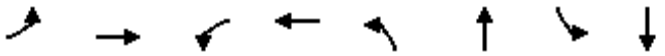
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	304	308	1110	1049	402	909
v/c Ratio	0.54	0.54	1.83	0.61	1.36	0.48
Control Delay	26.1	26.0	402.0	16.5	195.5	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	26.0	402.0	16.5	195.5	16.9
Queue Length 50th (ft)	128	130	~823	102	~254	197
Queue Length 95th (ft)	210	212	#1061	146	m#317	m230
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	561	569	606	1709	296	1906
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.54	1.83	0.61	1.36	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

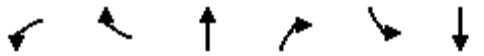
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	171	119	143	96	48	938	335	1599
v/c Ratio	0.64	0.30	0.56	0.24	0.32	0.59	0.62	0.77
Control Delay	46.0	19.5	42.7	13.2	49.3	19.0	42.6	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	3.1	0.0	0.6
Total Delay	46.0	19.5	42.7	13.2	49.4	22.1	42.6	19.2
Queue Length 50th (ft)	98	29	80	11	28	180	100	354
Queue Length 95th (ft)	174	78	146	52	70	316	158	612
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	594	807	573	788	270	2116	777	2388
Starvation Cap Reductn	0	0	0	0	32	1043	0	382
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.15	0.25	0.12	0.20	0.87	0.43	0.80

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	56	32	944	39	149	1548
v/c Ratio	0.26	0.15	0.56	0.05	0.47	0.57
Control Delay	28.7	12.9	13.2	4.9	27.9	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.3
Total Delay	28.7	12.9	13.2	4.9	28.0	5.2
Queue Length 50th (ft)	17	0	115	1	43	102
Queue Length 95th (ft)	55	23	209	16	111	177
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	571	524	3429	1502	866	3539
Starvation Cap Reductn	0	0	0	0	131	1133
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.06	0.28	0.03	0.20	0.64

Intersection Summary

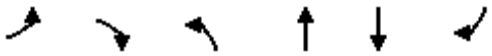


Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	104	37	22	874	92	1529
v/c Ratio	0.48	0.16	0.22	0.36	0.75	1.10
Control Delay	28.0	5.5	55.5	8.1	84.1	73.5
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.1
Total Delay	28.0	5.5	55.5	8.3	84.1	73.7
Queue Length 50th (ft)	25	0	13	108	56	~1026
Queue Length 95th (ft)	82	14	44	194	#170	#1781
Internal Link Dist (ft)	948	869		423		759
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	333	366	123	2589	123	1388
Starvation Cap Reductn	0	0	0	902	0	42
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.10	0.18	0.52	0.75	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

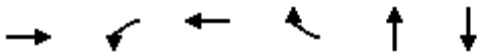
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	376	56	10	520	1313	122
v/c Ratio	0.66	0.15	0.09	0.20	1.00	0.11
Control Delay	40.9	0.8	43.6	4.3	41.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	34.9	0.0
Total Delay	40.9	0.8	43.6	4.3	76.8	1.2
Queue Length 50th (ft)	98	0	5	40	563	0
Queue Length 95th (ft)	162	0	23	66	#1247	16
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	723	443	231	2775	1307	1127
Starvation Cap Reductn	0	0	0	0	158	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.13	0.04	0.19	1.14	0.11

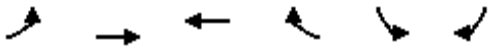
Intersection Summary

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



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	13	171	172	154	395	886
v/c Ratio	0.04	0.47	0.47	0.33	0.20	0.45
Control Delay	0.2	21.6	21.6	5.5	8.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	21.6	21.6	5.5	8.6	10.3
Queue Length 50th (ft)	0	44	44	0	21	57
Queue Length 95th (ft)	0	104	104	34	100	242
Internal Link Dist (ft)	323		1076		613	246
Turn Bay Length (ft)		360		360		
Base Capacity (vph)	305	942	942	954	1962	1962
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.18	0.18	0.16	0.20	0.45

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	286	2052	702	109	838	402
v/c Ratio	0.84	0.92	0.52	0.16	1.02	0.61
Control Delay	53.5	21.0	20.9	4.4	69.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	21.0	20.9	4.4	69.5	8.3
Queue Length 50th (ft)	137	416	141	0	~224	10
Queue Length 95th (ft)	#261	#598	193	30	#343	85
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	358	2242	1355	665	819	664
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.92	0.52	0.16	1.02	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Intersection	
Intersection Delay, s/veh	60.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	47	5	67	34	167	3	116	75	520	146	16
Future Vol, veh/h	5	47	5	67	34	167	3	116	75	520	146	16
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	50	5	71	36	178	3	123	80	553	155	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	15.2	12.2	96.5
HCM LOS	B	C	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	25%	76%
Vol Thru, %	60%	82%	13%	21%
Vol Right, %	39%	9%	62%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	57	268	682
LT Vol	3	5	67	520
Through Vol	116	47	34	146
RT Vol	75	5	167	16
Lane Flow Rate	206	61	285	726
Geometry Grp	1	1	1	1
Degree of Util (X)	0.337	0.118	0.478	1.124
Departure Headway (Hd)	6.119	7.377	6.421	5.576
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	592	489	565	653
Service Time	4.119	5.377	4.421	3.591
HCM Lane V/C Ratio	0.348	0.125	0.504	1.112
HCM Control Delay	12.2	11.4	15.2	96.5
HCM Lane LOS	B	B	C	F
HCM 95th-tile Q	1.5	0.4	2.6	22.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	10	3	177	178	39
Future Vol, veh/h	18	10	3	177	178	39
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	11	3	192	193	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	415	217	238	0	-	0
Stage 1	217	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	594	823	1329	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	821	1325	-	-	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1325	-	698	-	-
HCM Lane V/C Ratio	0.002	-	0.044	-	-
HCM Control Delay (s)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	187	33	128	244	33
Future Vol, veh/h	52	187	33	128	244	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	203	36	139	265	36
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10	9.6	10.8
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	20%	22%	0%
Vol Thru, %	80%	0%	88%
Vol Right, %	0%	78%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	161	239	277
LT Vol	33	52	0
Through Vol	128	0	244
RT Vol	0	187	33
Lane Flow Rate	175	260	301
Geometry Grp	1	1	1
Degree of Util (X)	0.241	0.333	0.393
Departure Headway (Hd)	4.949	4.62	4.696
Convergence, Y/N	Yes	Yes	Yes
Cap	721	774	762
Service Time	3.016	2.678	2.754
HCM Lane V/C Ratio	0.243	0.336	0.395
HCM Control Delay	9.6	10	10.8
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.9	1.5	1.9

Simtraffic Queuing Worksheets

Peak Hour Freeway Queuing Summary for General Plan Buildout Conditions

Intersections	Movement	Available Stacking Distance (Feet)	GPBO Without Project 95th Percentile Queue (Feet)[2] AM Peak Hour	GPBO Without Project 95th Percentile Queue (Feet)[2] PM Peak Hour	GPBO Without Project Acceptable?[1] AM	GPBO Without Project Acceptable?[1] PM	GPBO With Project 95th Percentile Queue (Feet)[2] AM Peak Hour	GPBO With Project 95th Percentile Queue (Feet)[2] PM Peak Hour	GPBO With Project Acceptable?[1] AM	GPBO With Project Acceptable?[1] PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	380	167	No	Yes	**383**	135	**No**	Yes
	NBT	365	76	76	Yes	Yes	52	71	Yes	Yes
	SBT	200	**300**	**301**	**No**	**No**	**299**	**298**	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	185	**256**	Yes	**No**	164	**239**	Yes	**No**
	SBL	365	65	**419**	Yes	**No**	69	**442**	Yes	**No**
	SBT	365	87	350	Yes	Yes	121	316	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	64	70	Yes	Yes	75	82	Yes	Yes
	NBT/R	110	**123**	**119**	**No**	**No**	**124**	**118**	**No**	**No**
	SBL	150	**190**	124	**No**	Yes	214	128	No	Yes
	SBT/R	400	377	**486**	Yes	**No**	483	456	No	No
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	**803**	**807**	**No**	**No**	**803**	**806**	**No**	**No**
	NBR	145	**245**	**217**	**No**	**No**	**225**	**197**	**No**	**No**
	SBL	110	106	104	Yes	Yes	101	107	Yes	Yes
	SBT	110	**134**	**142**	**No**	**No**	**140**	**144**	**No**	**No**
	WBL	95	**369**	79	**No**	Yes	**202**	79	**No**	Yes
	WBR	245	**701**	61	**No**	Yes	212	83	Yes	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	23	46	Yes	Yes	25	49	Yes	Yes
	NBT/R	385	**451**	**454**	**No**	**No**	**463**	**449**	**No**	**No**
	SBL	50	**57**	**105**	**No**	**No**	50	101	Yes	Yes[3]
	SBT/R	750	416	631	Yes	Yes	438	557	Yes	Yes
12 Serfas Club Dr. & Palisades Dr.	NBL	100	38	41	Yes	Yes	47	32	Yes	Yes
	NBT/R	345	**1,233**	**1,552**	**No**	**No**	**1,236**	**1,511**	**No**	**No**
	SBT	385	291	**434**	Yes	**No**	217	**402**	Yes	**No**
	SBR	100	**165**	**135**	**No**	**No**	**159**	**132**	**No**	**No**
21 Paseo Grande & Via Del Rio	NBL/T/R	560	**690**	75	**No**	Yes	**702**	80	**No**	Yes
	SBL/T/R	1,350	136	558	Yes	Yes	138	763	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	**269**	10	**No**	Yes	**280**	16	**No**	Yes
	SBT/R	560	0	0	Yes	Yes	0	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection				246	11	Yes	Yes
	SBL/T/R	230					11	5	Yes	Yes
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	**922**	64	**No**	Yes	**947**	66	**No**	Yes
	SBT/R	330	130	78	Yes	Yes	143	78	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile queues reported from the Simtraffic software.

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	796	945	318	418	128	81	298	308
Average Queue (ft)	312	600	191	248	20	19	268	278
95th Queue (ft)	907	1202	503	380	76	56	300	293
Link Distance (ft)	2345	2345		396	396	396	259	259
Upstream Blk Time (%)				1			47	92
Queuing Penalty (veh)				4			0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)		61						
Queuing Penalty (veh)		37						

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	420	463	408	204	126	211	84	55	116
Average Queue (ft)	141	133	123	82	49	101	28	17	38
95th Queue (ft)	292	306	300	174	109	185	65	47	87
Link Distance (ft)	879	879		416	416	416	396	396	396
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)			600						
Storage Blk Time (%)		0	1						
Queuing Penalty (veh)		1	1						

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	114	224	373	367	74	108	130	113	199	290	398
Average Queue (ft)	70	66	303	231	26	64	104	39	96	135	221
95th Queue (ft)	120	172	448	447	64	119	123	91	190	293	377
Link Distance (ft)		249	339	339	94	94	94			416	416
Upstream Blk Time (%)		1	47	22	0	9	40			2	1
Queuing Penalty (veh)		0	0	0	0	42	195			6	4
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	17	7						0	0	21	
Queuing Penalty (veh)	10	10						0	1	30	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	348	449	779	809	195	108	123	125
Average Queue (ft)	155	234	247	792	87	95	77	80
95th Queue (ft)	369	701	629	803	245	106	132	134
Link Distance (ft)	3051	3051	780	780		94	94	94
Upstream Blk Time (%)			0	63		59	6	7
Queuing Penalty (veh)			0	412		198	21	24
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				86				
Queuing Penalty (veh)				64				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	989	258	48	405	452	92	444
Average Queue (ft)	741	145	4	165	441	18	224
95th Queue (ft)	1322	362	23	396	451	57	416
Link Distance (ft)	992	902		394	394		780
Upstream Blk Time (%)	53			1	90		
Queuing Penalty (veh)	0			6	542		
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			0	11		3	22
Queuing Penalty (veh)			0	1		26	4

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	1022	1033	350	74	175	1246	333	150
Average Queue (ft)	787	834	61	8	143	1218	117	85
95th Queue (ft)	1155	1192	281	38	251	1233	291	165
Link Distance (ft)	1015	1015				1202	394	
Upstream Blk Time (%)	11	40				98	0	
Queuing Penalty (veh)	0	0				0	1	
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)		95		0	1	96	11	2
Queuing Penalty (veh)		12		0	7	521	58	8

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	222	551	189
Average Queue (ft)	27	187	458	80
95th Queue (ft)	51	210	690	136
Link Distance (ft)	1265	162	554	651
Upstream Blk Time (%)		100	11	
Queuing Penalty (veh)		0	65	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	261	201
Average Queue (ft)	114	97
95th Queue (ft)	351	269
Link Distance (ft)	1067	231
Upstream Blk Time (%)		9
Queuing Penalty (veh)		52
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	153
Average Queue (ft)	62
95th Queue (ft)	237
Link Distance (ft)	273
Upstream Blk Time (%)	1
Queuing Penalty (veh)	7
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 24: Paseo Grande & Pine Crest Dr

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	146	778	149
Average Queue (ft)	87	520	83
95th Queue (ft)	131	922	130
Link Distance (ft)	3051	773	273
Upstream Blk Time (%)		26	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2375

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	559	584	400	202	78	95	297	313
Average Queue (ft)	296	354	154	90	28	28	274	281
95th Queue (ft)	593	643	441	167	60	76	293	301
Link Distance (ft)	2345	2345		396	396	396	259	259
Upstream Blk Time (%)							65	87
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)		34	0					
Queuing Penalty (veh)		35	0					

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	906	926	650	108	158	311	396	352	388
Average Queue (ft)	872	898	650	45	81	152	239	114	208
95th Queue (ft)	1020	913	650	93	140	256	419	281	350
Link Distance (ft)	879	879		416	416	416	396	396	396
Upstream Blk Time (%)	30	88					3	0	1
Queuing Penalty (veh)	0	0					11	0	4
Storage Bay Dist (ft)			600						
Storage Blk Time (%)		35	86						
Queuing Penalty (veh)		358	273						

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	114	221	168	108	83	93	119	134	146	293	442
Average Queue (ft)	79	73	84	39	28	40	103	47	76	37	408
95th Queue (ft)	126	164	149	80	70	98	119	101	124	142	486
Link Distance (ft)		249	339	339	94	94	94			416	416
Upstream Blk Time (%)		0			1	0	35			0	14
Queuing Penalty (veh)		0			2	1	111			0	131
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	22	6						0	0	0	
Queuing Penalty (veh)	25	10						0	2	1	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	92	75	779	820	195	96	136	143
Average Queue (ft)	38	26	187	793	68	65	87	90
95th Queue (ft)	79	61	570	807	217	104	142	147
Link Distance (ft)	3051	3051	780	780		94	94	94
Upstream Blk Time (%)			0	40		5	5	7
Queuing Penalty (veh)			0	192		27	25	39
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				77				
Queuing Penalty (veh)				29				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	381	99	82	407	455	100	718
Average Queue (ft)	209	34	13	190	441	56	379
95th Queue (ft)	506	83	46	419	454	105	631
Link Distance (ft)	992	902		394	394		780
Upstream Blk Time (%)				2	79		0
Queuing Penalty (veh)				8	341		1
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			2	8		32	27
Queuing Penalty (veh)			7	2		462	23

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	1043	1059	350	59	175	1246	406	150
Average Queue (ft)	870	978	153	8	169	970	231	41
95th Queue (ft)	1203	1226	437	41	216	1552	434	135
Link Distance (ft)	1015	1015				1202	394	
Upstream Blk Time (%)	25	81				52	1	
Queuing Penalty (veh)	0	0				0	11	
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)		97			3	89	20	
Queuing Penalty (veh)		53			7	232	23	

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	122	84	592
Average Queue (ft)	21	58	48	274
95th Queue (ft)	40	98	75	558
Link Distance (ft)	1265	162	554	651
Upstream Blk Time (%)		0		3
Queuing Penalty (veh)		0		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	40	15
Average Queue (ft)	19	1
95th Queue (ft)	42	10
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 24: Paseo Grande & Pine Crest Dr

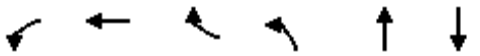
Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	126	66	91
Average Queue (ft)	58	42	52
95th Queue (ft)	100	64	78
Link Distance (ft)	3051	773	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2448

APPENDIX 8.6: CITY OF CORONA GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	102	110	69	913	750	1168
v/c Ratio	0.95	0.98	0.38	1.20	0.26	1.61dr
Control Delay	117.3	122.6	12.0	124.4	1.3	111.4
Queue Delay	0.0	0.0	0.0	0.1	0.0	1.0
Total Delay	117.3	122.6	12.0	124.5	1.3	112.3
Queue Length 50th (ft)	54	58	0	~574	7	~369
Queue Length 95th (ft)	#148	#158	26	#754	18	#476
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	107	112	184	761	2862	1006
Starvation Cap Reductn	0	0	0	8	0	170
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.98	0.38	1.21	0.26	1.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

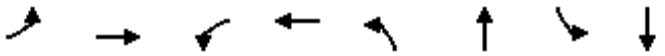
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	230	233	523	1897	57	369
v/c Ratio	0.68	0.68	0.72	0.67	0.33	0.16
Control Delay	39.2	39.4	9.2	13.4	24.3	5.8
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	39.2	39.4	9.2	13.6	24.3	5.8
Queue Length 50th (ft)	109	110	4	227	20	45
Queue Length 95th (ft)	180	182	87	315	m19	m47
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	413	415	775	2827	207	2370
Starvation Cap Reductn	0	0	0	16	0	0
Spillback Cap Reductn	0	0	0	279	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.56	0.67	0.74	0.28	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	157	76	342	330	78	1449	153	711
v/c Ratio	0.73	0.14	0.82	0.55	0.55	0.88	0.63	0.42
Control Delay	53.5	9.6	50.6	19.1	65.4	32.9	63.7	20.3
Queue Delay	0.0	0.0	0.0	0.0	3.7	49.1	0.0	0.0
Total Delay	53.5	9.6	50.6	19.1	69.0	82.0	63.7	20.3
Queue Length 50th (ft)	100	7	227	103	55	457	56	170
Queue Length 95th (ft)	185	40	345	191	111	#645	#109	254
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	292	729	565	766	182	1912	251	1806
Starvation Cap Reductn	0	0	0	0	51	841	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.10	0.61	0.43	0.60	1.35	0.61	0.39

Intersection Summary

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	209	261	1332	82	231	872
v/c Ratio	0.67	0.56	0.77	0.11	0.78	0.35
Control Delay	47.2	12.0	22.1	6.6	58.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	62.7	0.5
Total Delay	47.2	12.0	22.1	6.6	120.7	6.1
Queue Length 50th (ft)	107	12	297	9	122	81
Queue Length 95th (ft)	218	91	446	35	#340	147
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	630	706	2524	1118	298	3143
Starvation Cap Reductn	0	0	0	0	133	1667
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.37	0.53	0.07	1.40	0.59

Intersection Summary

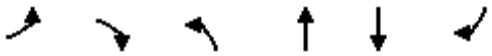
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	53	8	1288	19	1062
v/c Ratio	0.51	0.18	0.07	0.55	0.15	0.83
Control Delay	39.6	18.6	47.0	9.5	46.8	18.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.6	18.6	47.0	9.7	46.8	18.0
Queue Length 50th (ft)	50	7	4	124	9	291
Queue Length 95th (ft)	139	46	23	335	39	#981
Internal Link Dist (ft)	948	869		423		759
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	426	485	187	3125	187	1630
Starvation Cap Reductn	0	0	0	646	0	24
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.11	0.04	0.52	0.10	0.66

Intersection Summary

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



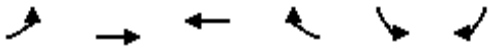
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	218	14	47	1090	495	563
v/c Ratio	0.29	0.03	0.22	0.52	0.56	0.62
Control Delay	21.8	0.2	29.4	7.2	14.5	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	0.2	29.4	7.2	14.5	8.4
Queue Length 50th (ft)	30	0	14	78	115	46
Queue Length 95th (ft)	75	0	53	164	256	168
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	1503	765	359	3401	1751	1474
Starvation Cap Reductn	0	0	0	0	33	1
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.02	0.13	0.32	0.29	0.38

Intersection Summary



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	6	36	37	99	11	444	469
v/c Ratio	0.02	0.13	0.13	0.26	0.06	0.19	0.21
Control Delay	0.2	17.3	17.3	3.5	25.6	7.4	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	17.3	17.3	3.5	25.6	7.4	9.8
Queue Length 50th (ft)	0	8	8	0	3	17	18
Queue Length 95th (ft)	0	29	30	16	20	112	145
Internal Link Dist (ft)	323		1076			613	246
Turn Bay Length (ft)		360		360	120		
Base Capacity (vph)	316	958	970	962	234	2346	2250
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	0.02	0.04	0.04	0.10	0.05	0.19	0.21

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	292	565	1764	215	258	333
v/c Ratio	0.89	0.22	1.00	0.24	0.57	0.85
Control Delay	63.6	3.6	43.3	2.5	37.6	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	3.6	43.3	2.5	37.6	34.0
Queue Length 50th (ft)	147	40	~445	0	61	56
Queue Length 95th (ft)	#270	51	#552	26	90	#154
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	328	2623	1762	886	519	419
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.22	1.00	0.24	0.50	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Intersection	
Intersection Delay, s/veh	308.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	21	62	262	80	471	47	395	174	74	258	3
Future Vol, veh/h	3	21	62	262	80	471	47	395	174	74	258	3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	26	76	320	98	574	57	482	212	90	315	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21.1	467.4	275.2	59.5
HCM LOS	C	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	3%	32%	22%
Vol Thru, %	64%	24%	10%	77%
Vol Right, %	28%	72%	58%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	616	86	813	335
LT Vol	47	3	262	74
Through Vol	395	21	80	258
RT Vol	174	62	471	3
Lane Flow Rate	751	105	991	409
Geometry Grp	1	1	1	1
Degree of Util (X)	1.526	0.258	1.978	0.876
Departure Headway (Hd)	9.816	13.515	8.241	11.515
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	376	267	456	319
Service Time	7.816	11.515	6.241	9.515
HCM Lane V/C Ratio	1.997	0.393	2.173	1.282
HCM Control Delay	275.2	21.1	467.4	59.5
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	30.9	1	58.9	8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	10	3	589	568	13
Future Vol, veh/h	28	10	3	589	568	13
Conflicting Peds, #/hr	0	0	0	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	14	4	818	789	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1651	825	834	0	-	0
Stage 1	825	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	109	372	799	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	102	362	778	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	778	-	261	-	-
HCM Lane V/C Ratio	0.005	-	0.202	-	-
HCM Control Delay (s)	9.7	0	22.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	1	0	4	2	575	0	2	569	7
Future Vol, veh/h	14	0	4	1	0	4	2	575	0	2	569	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	4	1	0	4	2	625	0	2	618	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1257	1255	622	1257	1259	625	626	0	0	625	0	0
Stage 1	626	626	-	629	629	-	-	-	-	-	-	-
Stage 2	631	629	-	628	630	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	148	172	487	148	171	485	956	-	-	956	-	-
Stage 1	472	477	-	470	475	-	-	-	-	-	-	-
Stage 2	469	475	-	471	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	171	487	146	170	485	956	-	-	956	-	-
Mov Cap-2 Maneuver	146	171	-	146	170	-	-	-	-	-	-	-
Stage 1	471	476	-	469	474	-	-	-	-	-	-	-
Stage 2	463	474	-	465	474	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.4	16.1	0	0
HCM LOS	D	C		

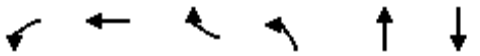
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	173	331	956	-	-
HCM Lane V/C Ratio	0.002	-	-	0.113	0.016	0.002	-	-
HCM Control Delay (s)	8.8	0	-	28.4	16.1	8.8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	349.9
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	244	270	541	452	122
Future Vol, veh/h	37	244	270	541	452	122
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	359	397	796	665	179
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	32.3	535.4	243.3
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	13%	0%
Vol Thru, %	67%	0%	79%
Vol Right, %	0%	87%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	811	281	574
LT Vol	270	37	0
Through Vol	541	0	452
RT Vol	0	244	122
Lane Flow Rate	1193	413	844
Geometry Grp	1	1	1
Degree of Util (X)	2.138	0.75	1.468
Departure Headway (Hd)	7.175	8.311	7.746
Convergence, Y/N	Yes	Yes	Yes
Cap	525	438	481
Service Time	5.175	6.311	5.746
HCM Lane V/C Ratio	2.272	0.943	1.755
HCM Control Delay	535.4	32.3	243.3
HCM Lane LOS	F	D	F
HCM 95th-tile Q	76.6	6.2	34.6



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	268	269	114	236	801	1442
v/c Ratio	0.86	0.86	0.29	0.76	0.33	0.97
Control Delay	57.7	58.1	8.1	51.5	3.4	41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	42.2
Total Delay	57.7	58.1	8.1	51.5	3.4	83.5
Queue Length 50th (ft)	135	135	0	110	30	~415
Queue Length 95th (ft)	#263	#264	41	#200	63	#544
Internal Link Dist (ft)		2320			376	218
Turn Bay Length (ft)			350			
Base Capacity (vph)	334	334	405	340	2428	1486
Starvation Cap Reductn	0	0	0	0	0	352
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.81	0.28	0.69	0.33	1.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



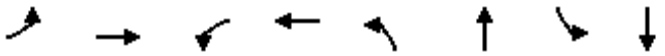
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	304	308	1115	1061	402	926
v/c Ratio	0.54	0.54	1.85	0.62	1.36	0.49
Control Delay	26.1	26.0	411.1	16.7	195.2	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	26.0	411.1	16.7	195.2	16.9
Queue Length 50th (ft)	128	130	~832	104	~255	201
Queue Length 95th (ft)	210	212	#1070	149	m#309	m234
Internal Link Dist (ft)		854		435		376
Turn Bay Length (ft)			600			
Base Capacity (vph)	561	569	602	1708	296	1906
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.54	1.85	0.62	1.36	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

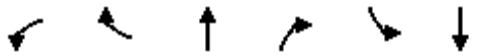
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	185	146	143	98	74	935	344	1614
v/c Ratio	0.69	0.36	0.62	0.25	0.46	0.56	0.67	0.81
Control Delay	50.6	19.0	48.5	13.5	54.5	19.0	47.1	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.9	22.9	0.0	1.4
Total Delay	50.6	19.0	48.5	13.5	55.4	41.8	47.1	23.7
Queue Length 50th (ft)	109	34	83	12	45	188	106	393
Queue Length 95th (ft)	190	90	154	54	99	326	170	#732
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	543	747	469	729	247	1951	712	2205
Starvation Cap Reductn	0	0	0	0	58	1039	0	365
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.20	0.30	0.13	0.39	1.03	0.48	0.88

Intersection Summary

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	58	45	954	42	165	1556
v/c Ratio	0.27	0.20	0.56	0.06	0.50	0.57
Control Delay	29.8	12.3	13.6	5.0	28.7	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.3
Total Delay	29.8	12.3	13.6	5.0	28.7	5.1
Queue Length 50th (ft)	18	0	120	1	49	104
Queue Length 95th (ft)	59	28	220	17	124	180
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	557	522	3399	1489	846	3539
Starvation Cap Reductn	0	0	0	0	147	1146
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.09	0.28	0.03	0.24	0.65

Intersection Summary

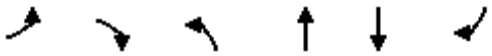


Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	104	37	22	886	92	1538
v/c Ratio	0.48	0.16	0.22	0.37	0.75	1.11
Control Delay	28.0	5.5	55.5	8.1	84.1	76.1
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.1
Total Delay	28.0	5.5	55.5	8.3	84.1	76.2
Queue Length 50th (ft)	25	0	13	111	56	~1038
Queue Length 95th (ft)	82	14	44	197	#170	#1796
Internal Link Dist (ft)	948	869		423		759
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	333	366	123	2589	123	1388
Starvation Cap Reductn	0	0	0	897	0	40
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.10	0.18	0.52	0.75	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

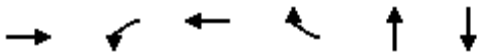
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	376	56	10	532	1322	122
v/c Ratio	0.66	0.15	0.09	0.21	1.01	0.11
Control Delay	40.9	0.8	43.6	4.3	43.6	1.2
Queue Delay	0.0	0.0	0.0	0.0	33.1	0.0
Total Delay	40.9	0.8	43.6	4.3	76.8	1.2
Queue Length 50th (ft)	98	0	5	41	577	0
Queue Length 95th (ft)	162	0	23	68	#1261	16
Internal Link Dist (ft)				2417	423	
Turn Bay Length (ft)		300	100			100
Base Capacity (vph)	723	443	231	2775	1307	1127
Starvation Cap Reductn	0	0	0	0	154	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.13	0.04	0.19	1.15	0.11

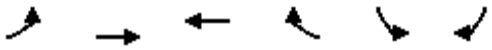
Intersection Summary

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



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	13	171	172	154	397	889
v/c Ratio	0.04	0.47	0.47	0.33	0.20	0.45
Control Delay	0.2	21.6	21.6	5.5	8.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	21.6	21.6	5.5	8.6	10.3
Queue Length 50th (ft)	0	44	44	0	22	57
Queue Length 95th (ft)	0	104	104	34	101	243
Internal Link Dist (ft)	323		1076		613	246
Turn Bay Length (ft)		360		360		
Base Capacity (vph)	305	942	942	954	1962	1962
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.18	0.18	0.16	0.20	0.45

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	286	2063	710	111	841	403
v/c Ratio	0.84	0.92	0.52	0.17	1.03	0.61
Control Delay	53.5	21.5	21.0	4.4	70.5	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	21.5	21.0	4.4	70.5	8.5
Queue Length 50th (ft)	137	422	143	0	~226	11
Queue Length 95th (ft)	#261	#659	195	30	#345	87
Internal Link Dist (ft)		2694	687		613	
Turn Bay Length (ft)	420				370	
Base Capacity (vph)	358	2242	1355	666	819	663
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.92	0.52	0.17	1.03	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Intersection	
Intersection Delay, s/veh	70.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	47	6	73	34	167	4	130	80	520	166	16
Future Vol, veh/h	5	47	6	73	34	167	4	130	80	520	166	16
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	50	6	78	36	178	4	138	85	553	177	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	16	12.9	113.7
HCM LOS	B	C	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	27%	74%
Vol Thru, %	61%	81%	12%	24%
Vol Right, %	37%	10%	61%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	58	274	702
LT Vol	4	5	73	520
Through Vol	130	47	34	166
RT Vol	80	6	167	16
Lane Flow Rate	228	62	291	747
Geometry Grp	1	1	1	1
Degree of Util (X)	0.375	0.121	0.5	1.17
Departure Headway (Hd)	6.244	7.578	6.572	5.641
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	581	476	551	642
Service Time	4.244	5.578	4.572	3.682
HCM Lane V/C Ratio	0.392	0.13	0.528	1.164
HCM Control Delay	12.9	11.6	16	113.7
HCM Lane LOS	B	B	C	F
HCM 95th-tile Q	1.7	0.4	2.8	24.7

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	10	3	197	205	39
Future Vol, veh/h	18	10	3	197	205	39
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	11	3	214	223	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	467	247	268	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	554	792	1296	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	549	790	1292	-	-	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	669	-	-
HCM Lane V/C Ratio	0.003	-	0.045	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	3	1	0	3	5	186	1	5	282	16
Future Vol, veh/h	11	0	3	1	0	3	5	186	1	5	282	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	3	1	0	3	5	202	1	5	307	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	540	539	316	540	547	203	324	0	0	203	0	0
Stage 1	326	326	-	213	213	-	-	-	-	-	-	-
Stage 2	214	213	-	327	334	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	453	449	724	453	445	838	1236	-	-	1369	-	-
Stage 1	687	648	-	789	726	-	-	-	-	-	-	-
Stage 2	788	726	-	686	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	448	445	724	448	441	838	1236	-	-	1369	-	-
Mov Cap-2 Maneuver	448	445	-	448	441	-	-	-	-	-	-	-
Stage 1	684	645	-	785	722	-	-	-	-	-	-	-
Stage 2	781	722	-	680	640	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	10.3	0.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	488	688	1369	-	-
HCM Lane V/C Ratio	0.004	-	-	0.031	0.006	0.004	-	-
HCM Control Delay (s)	7.9	0	-	12.6	10.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	191	37	134	248	39
Future Vol, veh/h	58	191	37	134	248	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	208	40	146	270	42
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.3	9.8	11.1
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	22%	23%	0%
Vol Thru, %	78%	0%	86%
Vol Right, %	0%	77%	14%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	171	249	287
LT Vol	37	58	0
Through Vol	134	0	248
RT Vol	0	191	39
Lane Flow Rate	186	271	312
Geometry Grp	1	1	1
Degree of Util (X)	0.258	0.352	0.41
Departure Headway (Hd)	5	4.685	4.733
Convergence, Y/N	Yes	Yes	Yes
Cap	712	763	755
Service Time	3.075	2.749	2.8
HCM Lane V/C Ratio	0.261	0.355	0.413
HCM Control Delay	9.8	10.3	11.1
HCM Lane LOS	A	B	B
HCM 95th-tile Q	1	1.6	2

Simtraffic Queuing Worksheets

Peak Hour Freeway Queuing Summary for General Plan Buildout Conditions

Intersections	Movement	Available Stacking Distance (Feet)	GPBO Without Project 95th Percentile Queue (Feet)[2] AM Peak Hour	GPBO Without Project 95th Percentile Queue (Feet)[2] PM Peak Hour	GPBO Without Project Acceptable? [1] AM	GPBO Without Project Acceptable? [1] PM	GPBO With Project 95th Percentile Queue (Feet)[2] AM Peak Hour	GPBO With Project 95th Percentile Queue (Feet)[2] PM Peak Hour	GPBO With Project Acceptable? [1] AM	GPBO With Project Acceptable? [1] PM
6 Auto Center Dr. & SR-91 WB Ramps	NBL	365	380	167	No	Yes	**383**	135	**No**	Yes
	NBT	365	76	76	Yes	Yes	52	71	Yes	Yes
	SBT	200	**300**	**301**	**No**	**No**	**299**	**298**	**No**	**No**
7 Serfas Club Dr. & SR-91 EB Ramps	NBT	225	185	**256**	Yes	**No**	164	**239**	Yes	**No**
	SBL	365	65	**419**	Yes	**No**	69	**442**	Yes	**No**
	SBT	365	87	350	Yes	Yes	121	316	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	64	70	Yes	Yes	75	82	Yes	Yes
	NBT/R	110	**123**	**119**	**No**	**No**	**124**	**118**	**No**	**No**
	SBL	150	**190**	124	**No**	Yes	214	128	No	Yes
	SBT/R	400	377	**486**	Yes	**No**	483	456	No	No
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	**803**	**807**	**No**	**No**	**803**	**806**	**No**	**No**
	NBR	145	**245**	**217**	**No**	**No**	**225**	**197**	**No**	**No**
	SBL	110	106	104	Yes	Yes	101	107	Yes	Yes
	SBT	110	**134**	**142**	**No**	**No**	**140**	**144**	**No**	**No**
	WBL	95	**369**	79	**No**	Yes	**202**	79	**No**	Yes
	WBR	245	**701**	61	**No**	Yes	212	83	Yes	Yes
11 Serfas Club Dr. & Monterey Peninsula Dr.	NBL	50	23	46	Yes	Yes	25	49	Yes	Yes
	NBT/R	385	**451**	**454**	**No**	**No**	**463**	**449**	**No**	**No**
	SBL	50	**57**	**105**	**No**	**No**	50	101	Yes	Yes[3]
	SBT/R	750	416	631	Yes	Yes	438	557	Yes	Yes
12 Serfas Club Dr. & Palisades Dr.	NBL	100	38	41	Yes	Yes	47	32	Yes	Yes
	NBT/R	345	**1,233**	**1,552**	**No**	**No**	**1,236**	**1,511**	**No**	**No**
	SBT	385	291	**434**	Yes	**No**	217	**402**	Yes	**No**
	SBR	100	**165**	**135**	**No**	**No**	**159**	**132**	**No**	**No**
21 Paseo Grande & Via Del Rio	NBL/T/R	560	**690**	75	**No**	Yes	**702**	80	**No**	Yes
	SBL/T/R	1,350	136	558	Yes	Yes	138	763	Yes	Yes
22 Paseo Grande & Brae Burn Rd.	NBL/T	230	**269**	10	**No**	Yes	**280**	16	**No**	Yes
	SBT/R	560	0	0	Yes	Yes	0	0	Yes	Yes
23 Paseo Grande & Driveway 4/Driveway 5	NBL/T/R	330	Future Intersection				246	11	Yes	Yes
	SBL/T/R	230					11	5	Yes	Yes
24 Paseo Grande & Pine Crest Dr.	NBL/T	220	**922**	64	**No**	Yes	**947**	66	**No**	Yes
	SBT/R	330	130	78	Yes	Yes	143	78	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile queues reported from the Simtraffic software.

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	1249	1297	400	399	57	73	285	313
Average Queue (ft)	528	807	233	250	17	17	269	280
95th Queue (ft)	1234	1264	553	383	46	52	295	299
Link Distance (ft)	2345	2345		396	396	396	259	259
Upstream Blk Time (%)				1			52	93
Queuing Penalty (veh)				6			0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)		90	0					
Queuing Penalty (veh)		55	0					

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	636	663	538	200	159	234	78	93	168
Average Queue (ft)	266	302	288	85	62	111	30	24	49
95th Queue (ft)	710	822	672	164	129	206	69	70	121
Link Distance (ft)	879	879		416	416	416	396	396	396
Upstream Blk Time (%)	2	8							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)			600						
Storage Blk Time (%)		8	14						
Queuing Penalty (veh)		39	31						

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	114	176	369	363	89	112	130	110	200	396	410
Average Queue (ft)	73	59	313	259	32	67	102	32	99	202	286
95th Queue (ft)	121	147	439	468	75	116	124	83	214	429	483
Link Distance (ft)		249	339	339	94	94	94			416	416
Upstream Blk Time (%)		0	49	33	1	7	37			7	10
Queuing Penalty (veh)		0	0	0	6	34	182			28	41
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	18	6							0	37	
Queuing Penalty (veh)	14	9							1	55	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	249	250	779	814	195	106	128	131
Average Queue (ft)	120	128	260	792	73	96	90	92
95th Queue (ft)	202	212	712	803	225	101	133	140
Link Distance (ft)	3051	3051	780	780		94	94	94
Upstream Blk Time (%)			0	66		58	9	11
Queuing Penalty (veh)			0	436		199	32	39
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				90	0			
Queuing Penalty (veh)				68	0			

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	974	271	50	416	460	74	467
Average Queue (ft)	847	122	4	219	442	18	250
95th Queue (ft)	1101	330	25	463	452	50	438
Link Distance (ft)	992	902		394	394		780
Upstream Blk Time (%)	36			13	96		
Queuing Penalty (veh)	0			76	575		
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			1	7		5	22
Queuing Penalty (veh)			4	0		46	4

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	1030	1033	350	93	175	1249	334	150
Average Queue (ft)	836	885	50	9	144	1218	90	78
95th Queue (ft)	1194	1213	251	47	249	1236	217	159
Link Distance (ft)	1015	1015				1202	394	
Upstream Blk Time (%)	26	53				99	0	
Queuing Penalty (veh)	0	0				0	1	
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)		98			5	98	10	2
Queuing Penalty (veh)		13			24	536	52	8

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	222	546	165
Average Queue (ft)	27	187	440	86
95th Queue (ft)	50	209	702	138
Link Distance (ft)	1265	162	554	651
Upstream Blk Time (%)		100	10	
Queuing Penalty (veh)		0	62	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	156	199
Average Queue (ft)	52	102
95th Queue (ft)	139	280
Link Distance (ft)	1067	231
Upstream Blk Time (%)		11
Queuing Penalty (veh)		63
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	65	34	224	20
Average Queue (ft)	21	5	70	1
95th Queue (ft)	64	23	246	11
Link Distance (ft)	482	354	273	231
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			6	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Paseo Grande & Pine Crest Dr

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	155	805	164
Average Queue (ft)	93	529	91
95th Queue (ft)	136	947	143
Link Distance (ft)	3051	773	273
Upstream Blk Time (%)		31	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2744

Intersection: 6: Auto Center Dr & SR-91 WB Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	762	789	313	150	83	84	302	310
Average Queue (ft)	464	507	219	80	22	25	275	280
95th Queue (ft)	924	967	522	135	58	71	290	298
Link Distance (ft)	2345	2345		396	396	396	259	259
Upstream Blk Time (%)							63	85
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)			350					
Storage Blk Time (%)		54						
Queuing Penalty (veh)		57						

Intersection: 7: Serfas Club Dr/Auto Center Dr & SR-91 EB Off-Ramp/SR-91 EB On-Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	T	T	TR	L	T	T
Maximum Queue (ft)	898	934	650	122	166	297	406	395	420
Average Queue (ft)	838	899	649	48	75	143	260	129	247
95th Queue (ft)	1121	917	661	99	132	239	442	315	416
Link Distance (ft)	879	879		416	416	416	396	396	396
Upstream Blk Time (%)	23	91					3	0	2
Queuing Penalty (veh)	0	0					12	0	7
Storage Bay Dist (ft)			600						
Storage Blk Time (%)		38	86						
Queuing Penalty (veh)		387	272						

Intersection: 8: Serfas Club Dr & Frontage Rd.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	114	239	193	120	98	98	119	135	150	319	441
Average Queue (ft)	85	98	83	43	39	40	104	48	78	48	422
95th Queue (ft)	125	196	164	91	82	96	118	104	128	178	456
Link Distance (ft)		249	339	339	94	94	94			416	416
Upstream Blk Time (%)		1			3	1	38			0	21
Queuing Penalty (veh)		0			8	4	123			0	201
Storage Bay Dist (ft)	65							150	150		
Storage Blk Time (%)	25	11							0	0	
Queuing Penalty (veh)	35	20							1	1	

Intersection: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	90	95	783	816	195	98	141	132
Average Queue (ft)	42	40	176	793	55	66	92	93
95th Queue (ft)	79	83	556	806	197	107	144	139
Link Distance (ft)	3051	3051	780	780		94	94	94
Upstream Blk Time (%)			0	42		6	5	6
Queuing Penalty (veh)			1	205		32	29	34
Storage Bay Dist (ft)					145			
Storage Blk Time (%)				76				
Queuing Penalty (veh)				31				

Intersection: 11: Serfas Club Dr. & Monterey Peninsula Dr.

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	255	84	65	412	452	100	653
Average Queue (ft)	123	33	15	186	442	57	321
95th Queue (ft)	223	73	49	428	449	101	557
Link Distance (ft)	992	902		394	394		780
Upstream Blk Time (%)				2	82		0
Queuing Penalty (veh)				7	359		0
Storage Bay Dist (ft)			50			50	
Storage Blk Time (%)			2	10		34	24
Queuing Penalty (veh)			10	2		504	21

Intersection: 12: Serfas Club Dr. & Palisades Dr.

Movement	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	TR	T	R
Maximum Queue (ft)	1044	1041	350	63	175	1260	404	150
Average Queue (ft)	938	1005	131	6	167	1142	203	37
95th Queue (ft)	1144	1126	410	32	223	1511	402	132
Link Distance (ft)	1015	1015				1202	394	
Upstream Blk Time (%)	34	85				77	0	
Queuing Penalty (veh)	0	0				0	6	
Storage Bay Dist (ft)			300	100	100			100
Storage Blk Time (%)		100	0		1	94	18	
Queuing Penalty (veh)		54	0		3	248	21	

Intersection: 21: Paseo Grande & Via Del Rio

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	62	123	85	687
Average Queue (ft)	25	59	51	434
95th Queue (ft)	50	98	80	763
Link Distance (ft)	1265	162	554	651
Upstream Blk Time (%)		0		19
Queuing Penalty (veh)		0		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Paseo Grande & Brae Burn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	34	37
Average Queue (ft)	17	2
95th Queue (ft)	39	16
Link Distance (ft)	1067	231
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Paseo Grande & Driveway 4/Driveway 5

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	30	22	7
Average Queue (ft)	10	5	1	0
95th Queue (ft)	32	22	11	5
Link Distance (ft)	482	354	273	231
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Paseo Grande & Pine Crest Dr

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	105	77	95
Average Queue (ft)	54	43	54
95th Queue (ft)	87	66	78
Link Distance (ft)	3051	773	273
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2695

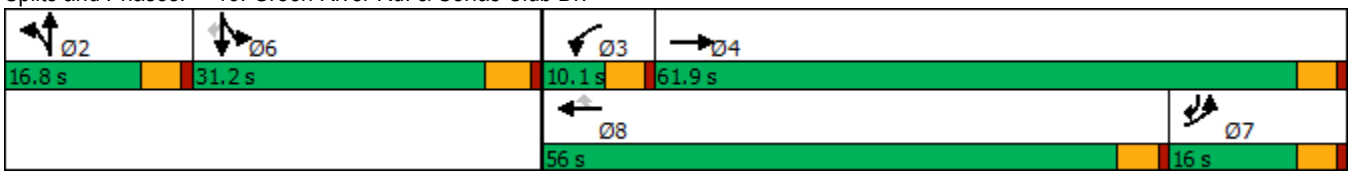
APPENDIX 8.7: CITY OF CORONA GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	420	629	18	1912	409	65	148	23	283
Future Volume (vph)	420	629	18	1912	409	65	148	23	283
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8		2	6	6	7
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	6	7
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	29.7	9.6	27.7	27.7	14.7	31.2	31.2	9.6
Total Split (s)	16.0	61.9	10.1	56.0	56.0	16.8	31.2	31.2	16.0
Total Split (%)	13.3%	51.6%	8.4%	46.7%	46.7%	14.0%	26.0%	26.0%	13.3%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.2	4.2	3.6
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead				Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	11.4	63.7	5.3	51.5	51.5	10.8	13.4	13.4	25.5
Actuated g/C Ratio	0.11	0.60	0.05	0.48	0.48	0.10	0.13	0.13	0.24
v/c Ratio	1.14	0.29	0.22	1.09	0.50	0.58	0.39	0.40	0.55
Control Delay	133.5	12.5	57.2	79.6	12.3	52.6	47.5	47.6	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.5	12.5	57.2	79.6	12.3	52.6	47.5	47.6	10.8
LOS	F	B	E	E	B	D	D	D	B
Approach Delay		60.7		67.6		52.6		24.7	
Approach LOS		E		E		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 60.4	Intersection LOS: E
Intersection Capacity Utilization 90.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	629	5	18	1912	409	8	65	36	148	23	283
Future Volume (veh/h)	420	629	5	18	1912	409	8	65	36	148	23	283
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	433	648	5	19	1971	293	8	67	27	170	0	181
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	2219	17	36	1892	793	13	109	44	351	0	334
Arrive On Green	0.11	0.60	0.60	0.02	0.51	0.51	0.09	0.09	0.09	0.10	0.00	0.10
Sat Flow, veh/h	3563	3707	29	1781	3741	1568	140	1168	471	3563	0	1585
Grp Volume(v), veh/h	433	327	326	19	1971	293	102	0	0	170	0	181
Grp Sat Flow(s),veh/h/ln	1781	1870	1865	1781	1870	1568	1779	0	0	1781	0	1585
Q Serve(g_s), s	11.4	8.6	8.6	1.1	51.3	11.5	5.6	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	11.4	8.6	8.6	1.1	51.3	11.5	5.6	0.0	0.0	4.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.08		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	400	1120	1117	36	1892	793	165	0	0	351	0	334
V/C Ratio(X)	1.08	0.29	0.29	0.52	1.04	0.37	0.62	0.00	0.00	0.48	0.00	0.54
Avail Cap(c_a), veh/h	400	1120	1117	97	1892	793	212	0	0	913	0	584
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	1.00
Uniform Delay (d), s/veh	45.0	9.9	9.9	49.2	25.1	15.2	44.3	0.0	0.0	43.3	0.0	35.6
Incr Delay (d2), s/veh	68.6	0.1	0.1	4.2	32.5	0.3	1.4	0.0	0.0	1.0	0.0	1.4
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	8.8	3.4	3.4	0.5	29.7	4.0	2.5	0.0	0.0	2.0	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.6	10.0	10.0	53.4	57.6	15.5	45.7	0.0	0.0	44.3	0.0	37.0
LnGrp LOS	F	B	B	D	F	B	D	A	A	D	A	D
Approach Vol, veh/h		1086			2283			102			351	
Approach Delay, s/veh		51.3			52.2			45.7			40.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.1	6.7	65.4	15.2	16.1	56.0
Change Period (Y+Rc), s	* 4.7	4.6	* 4.7	5.2	* 4.7	* 4.7
Max Green Setting (Gmax), s	* 12	5.5	* 57	26.0	* 11	* 51
Max Q Clear Time (g_c+I1), s	7.6	3.1	10.6	6.6	13.4	53.3
Green Ext Time (p_c), s	0.1	0.0	4.6	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Notes

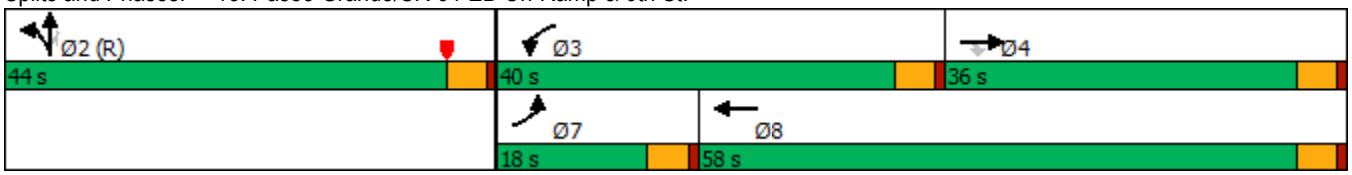
User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations								
Traffic Volume (vph)	139	370	185	453	1217	446	416	355
Future Volume (vph)	139	370	185	453	1217	446	416	355
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	7	4		3	8	2	2	
Permitted Phases			4					2
Detector Phase	7	4	4	3	8	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	18.0	36.0	36.0	40.0	58.0	44.0	44.0	44.0
Total Split (%)	15.0%	30.0%	30.0%	33.3%	48.3%	36.7%	36.7%	36.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	12.6	25.8	25.8	34.8	48.1	45.6	45.6	45.6
Actuated g/C Ratio	0.10	0.22	0.22	0.29	0.40	0.38	0.38	0.38
v/c Ratio	0.83	0.53	0.41	0.97	0.76	0.69	0.76	0.47
Control Delay	85.9	43.7	7.4	75.6	32.9	39.8	42.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	6.2	18.0	0.3
Total Delay	85.9	43.7	7.4	75.6	32.9	46.0	60.6	5.8
LOS	F	D	A	E	C	D	E	A
Approach Delay		42.5			43.4		39.8	
Approach LOS		D			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 42.0	Intersection LOS: D
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	370	185	453	1217	177	446	416	355	0	0	0
Future Volume (veh/h)	139	370	185	453	1217	177	446	416	355	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	153	407	165	498	1337	161	474	480	281			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	179	614	268	520	1677	202	749	786	657			
Arrive On Green	0.10	0.17	0.17	0.29	0.36	0.36	0.42	0.42	0.42			
Sat Flow, veh/h	1781	3554	1550	1781	4609	555	1781	1870	1564			
Grp Volume(v), veh/h	153	407	165	498	988	510	474	480	281			
Grp Sat Flow(s),veh/h/ln	1781	1777	1550	1781	1702	1760	1781	1870	1564			
Q Serve(g_s), s	10.1	12.8	11.8	33.0	31.2	31.2	25.2	24.0	15.2			
Cycle Q Clear(g_c), s	10.1	12.8	11.8	33.0	31.2	31.2	25.2	24.0	15.2			
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00			
Lane Grp Cap(c), veh/h	179	614	268	520	1239	640	749	786	657			
V/C Ratio(X)	0.85	0.66	0.62	0.96	0.80	0.80	0.63	0.61	0.43			
Avail Cap(c_a), veh/h	199	930	406	525	1515	783	749	786	657			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.95	0.41	0.41	0.41	0.51	0.51	0.51			
Uniform Delay (d), s/veh	53.1	46.4	46.0	41.8	34.2	34.2	27.5	27.1	24.6			
Incr Delay (d2), s/veh	23.4	1.2	2.2	15.9	1.1	2.0	2.1	1.8	1.0			
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	5.7	5.7	4.7	16.5	12.8	13.4	11.2	11.2	5.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	47.5	48.1	57.6	35.2	36.2	29.6	28.9	25.6			
LnGrp LOS	E	D	D	E	D	D	C	C	C			
Approach Vol, veh/h		725			1996			1235				
Approach Delay, s/veh		53.8			41.1			28.4				
Approach LOS		D			D			C				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		55.0	39.6	25.3			16.7	48.3				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		39.4	35.4	31.4			13.4	53.4				
Max Q Clear Time (g_c+I1), s		27.2	35.0	14.8			12.1	33.2				
Green Ext Time (p_c), s		3.0	0.1	2.9			0.0	10.5				

Intersection Summary												
HCM 6th Ctrl Delay			39.5									
HCM 6th LOS			D									

Notes

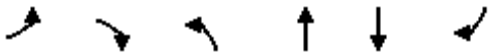
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	189	64	974	262	278
Future Volume (vph)	189	64	974	262	278
Turn Type	Prot	Perm	NA	NA	Perm
Protected Phases	4		2	6	
Permitted Phases		2			6
Detector Phase	4	2	2	6	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	14.6	14.6	21.6	21.6
Total Split (s)	29.0	91.0	91.0	91.0	91.0
Total Split (%)	24.2%	75.8%	75.8%	75.8%	75.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Min	Min	Min	Min
Act Effct Green (s)	16.2	55.5	55.5	55.5	55.5
Actuated g/C Ratio	0.20	0.68	0.68	0.68	0.68
v/c Ratio	0.62	0.09	0.83	0.22	0.26
Control Delay	42.0	5.0	16.5	5.4	1.1
Queue Delay	0.0	0.0	1.1	0.1	0.1
Total Delay	42.0	5.0	17.6	5.5	1.3
LOS	D	A	B	A	A
Approach Delay	42.0		16.8	3.3	
Approach LOS	D		B	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: Paseo Grande & Frontage Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	189	15	64	974	262	278
Future Volume (veh/h)	189	15	64	974	262	278
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	16	69	1047	282	299
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	265	21	643	1279	1279	1083
Arrive On Green	0.16	0.16	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1629	128	833	1870	1870	1585
Grp Volume(v), veh/h	220	0	69	1047	282	299
Grp Sat Flow(s),veh/h/ln	1766	0	833	1870	1870	1585
Q Serve(g_s), s	7.1	0.0	2.0	24.1	3.4	4.4
Cycle Q Clear(g_c), s	7.1	0.0	5.4	24.1	3.4	4.4
Prop In Lane	0.92	0.07	1.00			1.00
Lane Grp Cap(c), veh/h	287	0	643	1279	1279	1083
V/C Ratio(X)	0.77	0.00	0.11	0.82	0.22	0.28
Avail Cap(c_a), veh/h	720	0	1276	2700	2700	2288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	4.5	6.8	3.5	3.7
Incr Delay (d2), s/veh	4.2	0.0	0.1	1.4	0.1	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	3.2	0.0	0.3	6.7	0.9	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.2	0.0	4.6	8.2	3.6	3.8
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	220			1116	581	
Approach Delay, s/veh	28.2			7.9	3.7	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		45.5		14.3		45.5
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		86.4		24.4		86.4
Max Q Clear Time (g_c+I1), s		26.1		9.1		6.4
Green Ext Time (p_c), s		14.8		0.6		3.1

Intersection Summary		
HCM 6th Ctrl Delay	9.0	
HCM 6th LOS	A	

Notes

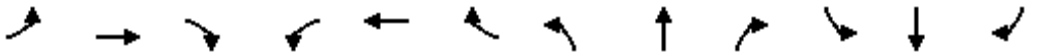
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	59	39	65	82	7	786	13	252
Future Volume (vph)	59	39	65	82	7	786	13	252
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	38.0	38.0	38.0	38.0	82.0	82.0	82.0	82.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	68.3%	68.3%	68.3%	68.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		25.5		25.5		54.1		54.1
Actuated g/C Ratio		0.28		0.28		0.60		0.60
v/c Ratio		0.41		0.81		0.85		0.30
Control Delay		33.8		42.4		23.3		9.5
Queue Delay		0.0		0.0		0.0		0.4
Total Delay		33.8		42.4		23.3		9.9
LOS		C		D		C		A
Approach Delay		33.8		42.4		23.3		9.9
Approach LOS		C		D		C		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 74.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Paseo Grande & Via Santiago





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	39	11	65	82	193	7	786	37	13	252	11
Future Volume (veh/h)	59	39	11	65	82	193	7	786	37	13	252	11
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	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	44	-3	74	93	187	8	893	32	15	286	10
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	148	0	132	136	227	56	1063	38	75	1021	35
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	583	513	-30	251	503	844	4	1788	64	32	1717	58
Grp Volume(v), veh/h	0	0	0	354	0	0	933	0	0	311	0	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1598	0	0	1856	0	0	1807	0	0
Q Serve(g_s), s	0.0	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	14.0	0.0	0.0	27.6	0.0	0.0	5.5	0.0	0.0
Prop In Lane	0.62		-0.03	0.21		0.53	0.01		0.03	0.05		0.03
Lane Grp Cap(c), veh/h	0	0	0	495	0	0	1157	0	0	1130	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.72	0.00	0.00	0.81	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	848	0	0	2174	0	0	2060	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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	23.1	0.0	0.0	11.1	0.0	0.0	6.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.9	0.0	0.0	1.4	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	0.0	0.0	5.3	0.0	0.0	9.7	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	25.0	0.0	0.0	12.5	0.0	0.0	6.8	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		0			354			933			311	
Approach Delay, s/veh		0.0			25.0			12.5			6.8	
Approach LOS					C			B			A	

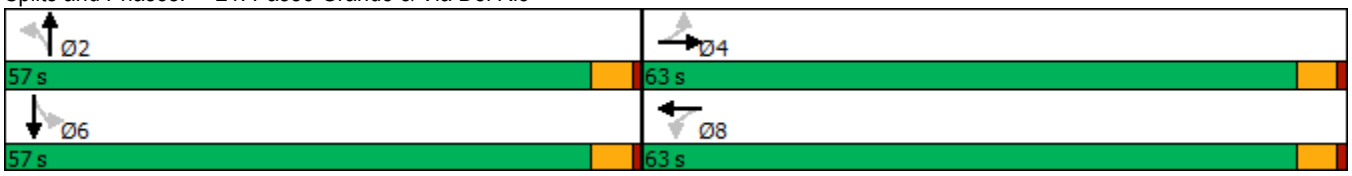
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.8		22.8		44.8		22.8				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		77.4		33.4		77.4		33.4				
Max Q Clear Time (g_c+I1), s		29.6		0.0		7.5		16.0				
Green Ext Time (p_c), s		10.6		0.0		2.4		2.2				

Intersection Summary		
HCM 6th Ctrl Delay		14.2
HCM 6th LOS		B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	21	262	80	47	395	74	258
Future Volume (vph)	3	21	262	80	47	395	74	258
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	63.0	63.0	63.0	63.0	57.0	57.0	57.0	57.0
Total Split (%)	52.5%	52.5%	52.5%	52.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		58.6		58.6		48.3		48.3
Actuated g/C Ratio		0.50		0.50		0.42		0.42
v/c Ratio		0.11		1.15		0.94		0.73
Control Delay		6.5		108.8		53.8		38.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.5		108.8		53.8		38.1
LOS		A		F		D		D
Approach Delay		6.5		108.8		53.8		38.1
Approach LOS		A		F		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 73.0	Intersection LOS: E
Intersection Capacity Utilization 99.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	21	62	262	80	471	47	395	174	74	258	3
Future Volume (veh/h)	3	21	62	262	80	471	47	395	174	74	258	3
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		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	23	56	285	87	354	51	429	150	80	280	2
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	257	580	341	90	368	74	480	162	110	364	2
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	25	508	1149	587	179	729	94	1163	393	171	882	6
Grp Volume(v), veh/h	82	0	0	726	0	0	630	0	0	362	0	0
Grp Sat Flow(s),veh/h/ln	1682	0	0	1495	0	0	1650	0	0	1059	0	0
Q Serve(g_s), s	0.0	0.0	0.0	49.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	51.9	0.0	0.0	40.6	0.0	0.0	35.2	0.0	0.0
Prop In Lane	0.04		0.68	0.39		0.49	0.08		0.24	0.22		0.01
Lane Grp Cap(c), veh/h	883	0	0	799	0	0	716	0	0	476	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.91	0.00	0.00	0.88	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	916	0	0	830	0	0	816	0	0	563	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.3	0.0	0.0	26.2	0.0	0.0	30.7	0.0	0.0	27.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.5	0.0	0.0	10.0	0.0	0.0	5.0	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	1.1	0.0	0.0	20.8	0.0	0.0	17.8	0.0	0.0	9.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.0	0.0	39.6	0.0	0.0	40.7	0.0	0.0	32.0	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	D	A	A	C	A	A
Approach Vol, veh/h		82			726			630			362	
Approach Delay, s/veh		14.4			39.6			40.7			32.0	
Approach LOS		B			D			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.4		60.7		50.4		60.7				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		52.4		58.4		52.4		58.4				
Max Q Clear Time (g_c+I1), s		42.6		4.9		37.2		53.9				
Green Ext Time (p_c), s		3.3		0.6		2.3		2.2				

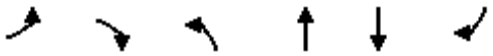
Intersection Summary												
HCM 6th Ctrl Delay			37.3									
HCM 6th LOS			D									

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	37	270	541	452
Future Volume (vph)	37	270	541	452
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6
Total Split (s)	21.6	98.4	98.4	98.4
Total Split (%)	18.0%	82.0%	82.0%	82.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	12.7		93.9	93.9
Actuated g/C Ratio	0.11		0.81	0.81
v/c Ratio	0.79		0.97	0.43
Control Delay	28.9		35.0	4.2
Queue Delay	0.0		0.0	0.0
Total Delay	28.9		35.0	4.2
LOS	C		D	A
Approach Delay	28.9		35.0	4.2
Approach LOS	C		D	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 103.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	244	270	541	452	122
Future Volume (veh/h)	37	244	270	541	452	122
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	129	293	588	491	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	47	153	353	633	1241	185
Arrive On Green	0.12	0.12	0.78	0.78	0.78	0.78
Sat Flow, veh/h	383	1236	388	809	1586	236
Grp Volume(v), veh/h	170	0	881	0	0	564
Grp Sat Flow(s),veh/h/ln	1629	0	1198	0	0	1822
Q Serve(g_s), s	10.0	0.0	55.0	0.0	0.0	9.5
Cycle Q Clear(g_c), s	10.0	0.0	64.5	0.0	0.0	9.5
Prop In Lane	0.24	0.76	0.33			0.13
Lane Grp Cap(c), veh/h	201	0	986	0	0	1425
V/C Ratio(X)	0.84	0.00	0.89	0.00	0.00	0.40
Avail Cap(c_a), veh/h	283	0	1221	0	0	1746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	42.0	0.0	12.5	0.0	0.0	3.4
Incr Delay (d2), s/veh	15.0	0.0	7.5	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	16.1	0.0	0.0	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.0	0.0	20.0	0.0	0.0	3.5
LnGrp LOS	E	A	C	A	A	A
Approach Vol, veh/h	170			881	564	
Approach Delay, s/veh	57.0			20.0	3.5	
Approach LOS	E			C	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		81.1		16.7		81.1
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		93.8		17.0		93.8
Max Q Clear Time (g_c+I1), s		66.5		12.0		11.5
Green Ext Time (p_c), s		10.0		0.2		4.8

Intersection Summary		
HCM 6th Ctrl Delay		18.2
HCM 6th LOS		B

Notes

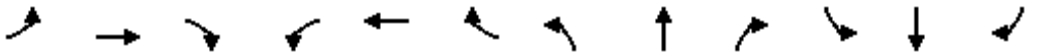
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	180	392	409	152	313	242	
Future Volume (vph)	180	392	409	152	313	242	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	4
Permitted Phases	8	8		2	6		
Detector Phase	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
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	25.0	25.0	95.0	95.0	95.0	95.0	25.0
Total Split (%)	20.8%	20.8%	79.2%	79.2%	79.2%	79.2%	21%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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	
Total Lost Time (s)	4.6	4.6	4.6	4.6		4.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	Min	Min	None
Act Effct Green (s)	16.8	16.8	51.6	51.6		51.6	
Actuated g/C Ratio	0.21	0.21	0.65	0.65		0.65	
v/c Ratio	0.65	0.59	0.36	0.15		0.89	
Control Delay	46.1	4.9	6.5	1.0		27.9	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	46.1	4.9	6.5	1.0		27.9	
LOS	D	A	A	A		C	
Approach Delay			5.0			27.9	
Approach LOS			A			C	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 78.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	180	0	392	0	409	152	313	242	0
Future Volume (veh/h)	0	0	0	180	0	392	0	409	152	313	242	0
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		0.97	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	196	0	290	0	445	138	340	263	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	393	0	454	393	323	0	1286	1090	428	288	0
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.69	0.69	0.69	0.69	0.00
Sat Flow, veh/h	0	1870	0	1781	1870	1536	0	1870	1585	531	419	0
Grp Volume(v), veh/h	0	0	0	196	0	290	0	445	138	603	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	1870	1536	0	1870	1585	950	0	0
Q Serve(g_s), s	0.0	0.0	0.0	8.8	0.0	16.5	0.0	8.8	2.7	43.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.8	0.0	16.5	0.0	8.8	2.7	52.6	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.56		0.00
Lane Grp Cap(c), veh/h	0	393	0	454	393	323	0	1286	1090	716	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.43	0.00	0.90	0.00	0.35	0.13	0.84	0.00	0.00
Avail Cap(c_a), veh/h	0	425	0	484	425	349	0	1881	1594	1065	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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	31.5	0.0	34.6	0.0	5.8	4.8	16.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	23.9	0.0	0.2	0.1	4.1	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	0.0	0.0	3.7	0.0	8.1	0.0	3.0	0.8	10.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	32.1	0.0	58.4	0.0	5.9	4.9	20.3	0.0	0.0
LnGrp LOS	A	A	A	C	A	E	A	A	A	C	A	A
Approach Vol, veh/h		0			486			583			603	
Approach Delay, s/veh		0.0			47.8			5.7			20.3	
Approach LOS					D			A			C	

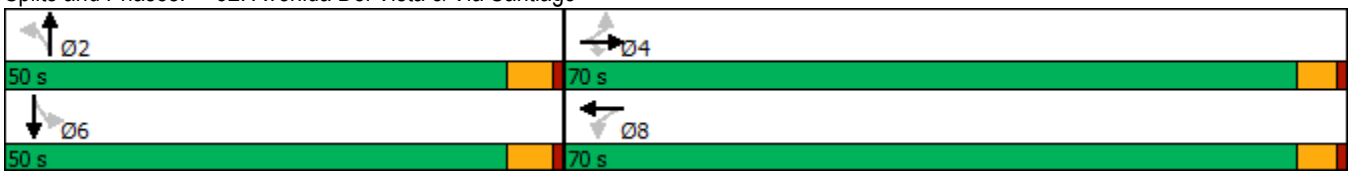
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.4		23.5		66.4		23.5				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		90.4		20.4		90.4		20.4				
Max Q Clear Time (g_c+I1), s		10.8		0.0		54.6		18.5				
Green Ext Time (p_c), s		3.9		0.0		7.1		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	93	138	52	79	219	20	204	108	182
Future Volume (vph)	93	138	52	79	219	20	204	108	182
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	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	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	22.1	22.1	22.1	22.1
Total Split (s)	70.0	70.0	70.0	70.0	70.0	50.0	50.0	50.0	50.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	58.3%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
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	0.0
Total Lost Time (s)		4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		21.6	21.6	21.6	21.6	15.8	15.8	15.8	15.8
Actuated g/C Ratio		0.45	0.45	0.45	0.45	0.33	0.33	0.33	0.33
v/c Ratio		0.58	0.09	0.20	0.67	0.08	0.51	0.41	0.52
Control Delay		15.7	4.7	9.8	14.2	14.4	17.5	19.2	17.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		15.7	4.7	9.8	14.2	14.4	17.5	19.2	17.4
LOS		B	A	A	B	B	B	B	B
Approach Delay		13.7			13.5		17.3		18.0
Approach LOS		B			B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 32: Avenida Del Vista & Via Santiago



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	138	52	79	219	196	20	204	36	108	182	61
Future Volume (veh/h)	93	138	52	79	219	196	20	204	36	108	182	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.97	0.99		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	172	65	99	274	245	25	255	45	135	228	76
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	321	804	335	460	411	321	503	89	326	436	145
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	301	629	1574	1143	901	806	1065	1540	272	1064	1334	445
Grp Volume(v), veh/h	288	0	65	99	0	519	25	0	300	135	0	304
Grp Sat Flow(s),veh/h/ln	931	0	1574	1143	0	1707	1065	0	1811	1064	0	1779
Q Serve(g_s), s	6.5	0.0	1.3	4.6	0.0	12.7	1.2	0.0	8.0	7.0	0.0	8.3
Cycle Q Clear(g_c), s	19.2	0.0	1.3	23.8	0.0	12.7	9.4	0.0	8.0	14.9	0.0	8.3
Prop In Lane	0.40		1.00	1.00		0.47	1.00		0.15	1.00		0.25
Lane Grp Cap(c), veh/h	560	0	804	335	0	872	321	0	591	326	0	581
V/C Ratio(X)	0.51	0.00	0.08	0.30	0.00	0.60	0.08	0.00	0.51	0.41	0.00	0.52
Avail Cap(c_a), veh/h	1318	0	1730	1008	0	1876	777	0	1367	782	0	1342
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	7.4	21.5	0.0	10.2	20.1	0.0	16.2	22.2	0.0	16.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.5	0.0	0.7	0.1	0.0	0.7	0.8	0.0	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	2.9	0.0	0.4	1.2	0.0	4.1	0.3	0.0	3.0	1.7	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	7.5	22.0	0.0	10.9	20.2	0.0	16.9	23.0	0.0	17.0
LnGrp LOS	B	A	A	C	A	B	C	A	B	C	A	B
Approach Vol, veh/h		353			618			325			439	
Approach Delay, s/veh		12.0			12.7			17.1			18.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.5		35.0		24.5		35.0				
Change Period (Y+Rc), s		5.1		4.6		5.1		4.6				
Max Green Setting (Gmax), s		44.9		65.4		44.9		65.4				
Max Q Clear Time (g_c+I1), s		11.4		21.2		16.9		25.8				
Green Ext Time (p_c), s		2.0		2.6		2.5		4.6				

Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	33.6
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	93	884	669	363
Demand Flow Rate, veh/h	94	902	683	371
Vehicles Circulating, veh/h	659	493	108	432
Vehicles Exiting, veh/h	144	298	645	963
Ped Vol Crossing Leg, #/h	15	2	0	5
Ped Cap Adj	0.998	1.000	1.000	0.999
Approach Delay, s/veh	6.7	64.8	9.3	9.2
Approach LOS	A	F	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.500	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	94	902	683	371
Cap Entry Lane, veh/h	705	864	1236	888
Entry HV Adj Factor	0.985	0.980	0.980	0.979
Flow Entry, veh/h	93	884	669	363
Cap Entry, veh/h	692	847	1211	869
V/C Ratio	0.134	1.044	0.553	0.418
Control Delay, s/veh	6.7	64.8	9.3	9.2
LOS	A	F	A	A
95th %tile Queue, veh	0	21	4	2

Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

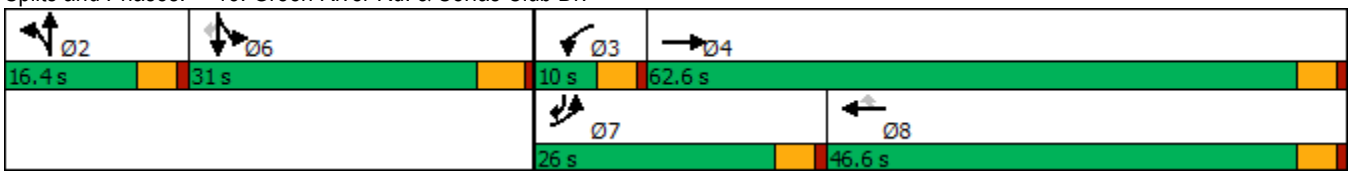
Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	880	863	854
Demand Flow Rate, veh/h	0	898	881	871
Vehicles Circulating, veh/h	1154	642	492	283
Vehicles Exiting, veh/h	0	731	662	1257
Ped Vol Crossing Leg, #/h	0	0	0	13
Ped Cap Adj	1.000	1.000	1.000	0.998
Approach Delay, s/veh	0.0	18.4	14.0	23.5
Approach LOS	-	C	B	C

Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.315	0.685	0.729	0.271	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	0	283	615	642	239	871
Cap Entry Lane, veh/h	425	792	792	908	908	1034
Entry HV Adj Factor	1.000	0.979	0.980	0.980	0.979	0.980
Flow Entry, veh/h	0	277	603	629	234	854
Cap Entry, veh/h	425	775	776	890	889	1011
V/C Ratio	0.000	0.357	0.777	0.707	0.263	0.844
Control Delay, s/veh	8.5	9.0	22.7	16.7	6.8	23.5
LOS	A	A	C	C	A	C
95th %tile Queue, veh	0	2	8	6	1	11

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	298	1951	25	863	238	25	798	62	366
Future Volume (vph)	298	1951	25	863	238	25	798	62	366
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	7	4	3	8		2	6	6	7
Permitted Phases					8				6
Detector Phase	7	4	3	8	8	2	6	6	7
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	26.7	9.6	26.7	26.7	14.7	27.2	27.2	9.6
Total Split (s)	26.0	62.6	10.0	46.6	46.6	16.4	31.0	31.0	26.0
Total Split (%)	21.7%	52.2%	8.3%	38.8%	38.8%	13.7%	25.8%	25.8%	21.7%
Yellow Time (s)	3.6	3.7	3.6	3.7	3.7	3.7	4.2	4.2	3.6
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	0.0	0.0
Total Lost Time (s)	4.6	4.7	4.6	4.7	4.7	4.7	5.2	5.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.0	58.4	5.3	45.4	45.4	10.3	26.0	26.0	45.3
Actuated g/C Ratio	0.13	0.52	0.05	0.41	0.41	0.09	0.23	0.23	0.41
v/c Ratio	0.69	1.04	0.31	0.59	0.32	0.34	1.08	1.06	0.49
Control Delay	56.0	60.5	64.7	29.0	5.3	46.6	108.6	105.1	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	60.5	64.7	29.0	5.3	46.6	108.6	105.1	12.6
LOS	E	E	E	C	A	D	F	F	B
Approach Delay		59.9		24.8		46.6		78.7	
Approach LOS		E		C		D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 56.2	Intersection LOS: E
Intersection Capacity Utilization 101.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 13: Green River Rd. & Serfas Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1951	18	25	863	238	16	25	17	798	62	366
Future Volume (veh/h)	298	1951	18	25	863	238	16	25	17	798	62	366
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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	2011	17	26	890	219	16	26	12	869	0	246
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	1883	16	44	1598	673	38	61	28	807	0	527
Arrive On Green	0.11	0.76	0.51	0.02	0.64	0.43	0.07	0.07	0.07	0.34	0.00	0.23
Sat Flow, veh/h	3563	3704	31	1781	3741	1575	525	854	394	3563	0	1585
Grp Volume(v), veh/h	307	1014	1014	26	890	219	54	0	0	869	0	246
Grp Sat Flow(s),veh/h/ln	1781	1870	1865	1781	1870	1575	1773	0	0	1781	0	1585
Q Serve(g_s), s	9.6	57.9	57.9	1.6	15.1	10.5	3.3	0.0	0.0	25.8	0.0	14.0
Cycle Q Clear(g_c), s	9.6	57.9	57.9	1.6	15.1	10.5	3.3	0.0	0.0	25.8	0.0	14.0
Prop In Lane	1.00		0.02	1.00		1.00	0.30		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	376	951	948	44	1598	673	127	0	0	807	0	527
V/C Ratio(X)	0.82	1.07	1.07	0.59	0.56	0.33	0.42	0.00	0.00	1.08	0.00	0.47
Avail Cap(c_a), veh/h	669	951	948	84	1598	673	182	0	0	807	0	527
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.00	1.00	1.50	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	1.00
Uniform Delay (d), s/veh	49.8	13.5	13.8	55.0	14.4	21.7	50.6	0.0	0.0	37.6	0.0	30.1
Incr Delay (d2), s/veh	1.7	48.6	49.7	4.7	0.4	0.3	0.8	0.0	0.0	54.4	0.0	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	4.4	25.6	26.2	0.8	5.1	3.9	1.5	0.0	0.0	16.0	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	62.1	63.5	59.7	14.9	22.0	51.4	0.0	0.0	92.0	0.0	30.7
LnGrp LOS	D	F	F	E	B	C	D	A	A	F	A	C
Approach Vol, veh/h		2335			1135			54			1115	
Approach Delay, s/veh		61.3			17.3			51.4			78.5	
Approach LOS		E			B			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.9	7.4	62.6		31.0	16.6	53.4				
Change Period (Y+Rc), s		* 4.7	4.6	* 4.7		5.2	4.6	* 4.7				
Max Green Setting (Gmax), s		* 12	5.4	* 58		25.8	21.4	* 42				
Max Q Clear Time (g_c+I1), s		5.3	3.6	59.9		27.8	11.6	17.1				
Green Ext Time (p_c), s		0.1	0.0	0.0		0.0	0.4	7.8				

Intersection Summary		
HCM 6th Ctrl Delay		54.5
HCM 6th LOS		D

Notes

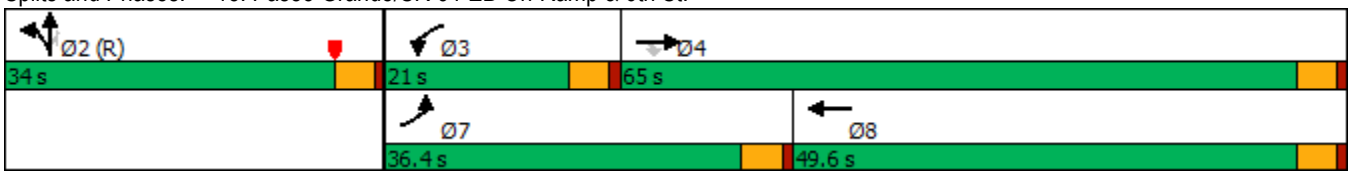
User approved volume balancing among the lanes for turning movement.

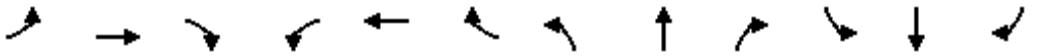
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations								
Traffic Volume (vph)	273	1697	702	279	522	233	194	554
Future Volume (vph)	273	1697	702	279	522	233	194	554
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	7	4		3	8	2	2	
Permitted Phases			4					2
Detector Phase	7	4	4	3	8	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	9.6	35.6	35.6	9.6	25.6	33.6	33.6	33.6
Total Split (s)	36.4	65.0	65.0	21.0	49.6	34.0	34.0	34.0
Total Split (%)	30.3%	54.2%	54.2%	17.5%	41.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	24.5	60.4	60.4	16.4	52.3	29.4	29.4	29.4
Actuated g/C Ratio	0.20	0.50	0.50	0.14	0.44	0.24	0.24	0.24
v/c Ratio	0.83	1.05	0.77	1.27	0.34	0.56	0.55	1.06
Control Delay	64.6	64.8	16.2	193.6	21.5	45.8	45.3	81.4
Queue Delay	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	82.7	16.2	193.6	21.5	45.8	45.3	81.4
LOS	E	F	B	F	C	D	D	F
Approach Delay		63.4			72.5		65.8	
Approach LOS		E			E		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 65.8	Intersection LOS: E
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 18: Paseo Grande/SR-91 EB On-Ramp & 6th St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	1697	702	279	522	141	233	194	554	0	0	0
Future Volume (veh/h)	273	1697	702	279	522	141	233	194	554	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	300	1865	414	307	574	123	234	243	340			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	329	1789	781	243	1920	403	436	458	383			
Arrive On Green	0.18	0.50	0.50	0.14	0.46	0.46	0.25	0.25	0.25			
Sat Flow, veh/h	1781	3554	1552	1781	4214	884	1781	1870	1563			
Grp Volume(v), veh/h	300	1865	414	307	461	236	234	243	340			
Grp Sat Flow(s),veh/h/ln	1781	1777	1552	1781	1702	1695	1781	1870	1563			
Q Serve(g_s), s	19.8	60.4	21.7	16.4	10.2	10.6	13.7	13.5	25.2			
Cycle Q Clear(g_c), s	19.8	60.4	21.7	16.4	10.2	10.6	13.7	13.5	25.2			
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00			
Lane Grp Cap(c), veh/h	329	1789	781	243	1550	772	436	458	383			
V/C Ratio(X)	0.91	1.04	0.53	1.26	0.30	0.31	0.54	0.53	0.89			
Avail Cap(c_a), veh/h	472	1789	781	243	1550	772	436	458	383			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.16	0.16	0.16	0.95	0.95	0.95	0.86	0.86	0.86			
Uniform Delay (d), s/veh	48.0	29.8	20.2	51.8	20.6	20.7	39.4	39.3	43.7			
Incr Delay (d2), s/veh	2.8	22.5	0.1	145.0	0.1	0.2	4.0	3.7	22.2			
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	8.9	29.8	7.6	17.0	4.0	4.2	6.5	6.8	11.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	52.3	20.3	196.8	20.7	20.9	43.4	43.1	66.0			
LnGrp LOS	D	F	C	F	C	C	D	D	E			
Approach Vol, veh/h		2579			1004			817				
Approach Delay, s/veh		47.0			74.6			52.7				
Approach LOS		D			E			D				

Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		34.0	21.0	65.0			26.7	59.3				
Change Period (Y+Rc), s		4.6	4.6	4.6			4.6	4.6				
Max Green Setting (Gmax), s		29.4	16.4	60.4			31.8	45.0				
Max Q Clear Time (g_c+I1), s		27.2	18.4	62.4			21.8	12.6				
Green Ext Time (p_c), s		0.6	0.0	0.0			0.3	4.9				

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Notes

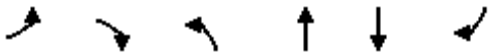
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	244	34	346	735	175
Future Volume (vph)	244	34	346	735	175
Turn Type	Prot	Perm	NA	NA	Perm
Protected Phases	4		2	6	
Permitted Phases		2			6
Detector Phase	4	2	2	6	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	14.6	14.6	21.6	21.6
Total Split (s)	41.0	79.0	79.0	79.0	79.0
Total Split (%)	34.2%	65.8%	65.8%	65.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Min	Min	Min	Min
Act Effct Green (s)	20.1	40.2	40.2	40.2	40.2
Actuated g/C Ratio	0.28	0.57	0.57	0.57	0.57
v/c Ratio	0.66	0.17	0.35	0.75	0.19
Control Delay	31.5	10.5	9.5	16.9	1.9
Queue Delay	0.0	0.0	0.2	0.2	0.0
Total Delay	31.5	10.5	9.7	17.0	1.9
LOS	C	B	A	B	A
Approach Delay	31.5		9.8	14.1	
Approach LOS	C		A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Paseo Grande & Frontage Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	244	67	34	346	735	175
Future Volume (veh/h)	244	67	34	346	735	175
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	262	72	37	372	790	188
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	331	91	290	1041	1041	882
Arrive On Green	0.24	0.24	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1357	373	575	1870	1870	1585
Grp Volume(v), veh/h	335	0	37	372	790	188
Grp Sat Flow(s),veh/h/ln	1735	0	575	1870	1870	1585
Q Serve(g_s), s	8.4	0.0	2.4	5.1	15.0	2.8
Cycle Q Clear(g_c), s	8.4	0.0	17.4	5.1	15.0	2.8
Prop In Lane	0.78	0.21	1.00			1.00
Lane Grp Cap(c), veh/h	424	0	290	1041	1041	882
V/C Ratio(X)	0.79	0.00	0.13	0.36	0.76	0.21
Avail Cap(c_a), veh/h	1368	0	896	3013	3013	2553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	14.5	5.7	7.9	5.2
Incr Delay (d2), s/veh	3.3	0.0	0.2	0.2	1.2	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	3.3	0.0	0.3	1.5	4.5	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	0.0	14.7	5.9	9.0	5.3
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	335			409	978	
Approach Delay, s/veh	19.7			6.7	8.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.3		15.9		30.3
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		74.4		36.4		74.4
Max Q Clear Time (g_c+I1), s		19.4		10.4		17.0
Green Ext Time (p_c), s		3.2		1.1		8.7

Intersection Summary		
HCM 6th Ctrl Delay		10.1
HCM 6th LOS		B

Notes

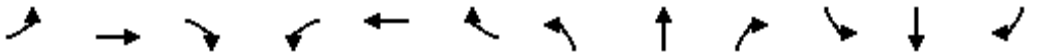
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	47	92	13	49	3	261	103	641
Future Volume (vph)	47	92	13	49	3	261	103	641
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	32.0	32.0	32.0	32.0	88.0	88.0	88.0	88.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	73.3%	73.3%	73.3%	73.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		14.7		14.7		41.7		41.7
Actuated g/C Ratio		0.22		0.22		0.63		0.63
v/c Ratio		0.48		0.36		0.25		0.81
Control Delay		31.4		22.7		5.8		16.0
Queue Delay		0.0		0.0		0.0		0.5
Total Delay		31.4		22.7		5.8		16.5
LOS		C		C		A		B
Approach Delay		31.4		22.7		5.8		16.5
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 20: Paseo Grande & Via Santiago





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	92	25	13	49	72	3	261	10	103	641	57
Future Volume (veh/h)	47	92	25	13	49	72	3	261	10	103	641	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	98	18	14	52	64	3	278	8	110	682	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	244	38	99	161	172	77	1081	31	182	882	62
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	331	1162	182	80	766	820	3	1801	51	163	1470	103
Grp Volume(v), veh/h	166	0	0	130	0	0	289	0	0	842	0	0
Grp Sat Flow(s),veh/h/ln	1674	0	0	1666	0	0	1856	0	0	1736	0	0
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.0	3.2	0.0	0.0	3.6	0.0	0.0	17.8	0.0	0.0
Prop In Lane	0.30		0.11	0.11		0.49	0.01		0.03	0.13		0.06
Lane Grp Cap(c), veh/h	449	0	0	433	0	0	1189	0	0	1126	0	0
V/C Ratio(X)	0.37	0.00	0.00	0.30	0.00	0.00	0.24	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	1017	0	0	1009	0	0	3238	0	0	3022	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	16.4	0.0	0.0	4.6	0.0	0.0	7.3	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.2	0.0	0.0	1.0	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	0.0	16.8	0.0	0.0	4.7	0.0	0.0	8.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		166			130			289			842	
Approach Delay, s/veh		17.2			16.8			4.7			8.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.7		14.8		33.7		14.8				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		83.4		27.4		83.4		27.4				
Max Q Clear Time (g_c+I1), s		5.6		5.9		19.8		5.2				
Green Ext Time (p_c), s		2.1		0.9		9.4		0.7				

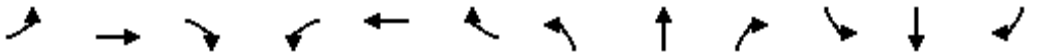
Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	47	73	34	4	130	520	166
Future Volume (vph)	5	47	73	34	4	130	520	166
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)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	31.0	31.0	31.0	31.0	89.0	89.0	89.0	89.0
Total Split (%)	25.8%	25.8%	25.8%	25.8%	74.2%	74.2%	74.2%	74.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)		4.6		4.6		4.6		4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		20.3		20.3		63.8		63.8
Actuated g/C Ratio		0.22		0.22		0.68		0.68
v/c Ratio		0.16		0.79		0.19		0.90
Control Delay		34.7		47.0		4.5		29.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		34.7		47.0		4.5		29.2
LOS		C		D		A		C
Approach Delay		34.7		47.0		4.5		29.2
Approach LOS		C		D		A		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 21: Paseo Grande & Via Del Rio





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	5	47	6	73	34	167	4	130	80	520	166	16
Future Volume (veh/h)	5	47	6	73	34	167	4	130	80	520	166	16
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	50	5	78	36	141	4	138	69	553	177	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	343	32	158	69	181	67	744	363	733	200	16
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	48	1619	152	367	325	856	7	1179	576	992	318	25
Grp Volume(v), veh/h	60	0	0	255	0	0	211	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1818	0	0	1548	0	0	1762	0	0	1335	0	0
Q Serve(g_s), s	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	23.6	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	9.0	0.0	0.0	2.9	0.0	0.0	26.5	0.0	0.0
Prop In Lane	0.08		0.08	0.31		0.55	0.02		0.33	0.74		0.02
Lane Grp Cap(c), veh/h	452	0	0	408	0	0	1174	0	0	949	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.62	0.00	0.00	0.18	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	873	0	0	771	0	0	2593	0	0	2001	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	21.6	0.0	0.0	4.5	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.6	0.0	0.0	0.1	0.0	0.0	1.5	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	0.6	0.0	0.0	3.3	0.0	0.0	0.8	0.0	0.0	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	0.0	23.2	0.0	0.0	4.6	0.0	0.0	9.9	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		60			255			211			744	
Approach Delay, s/veh		18.9			23.2			4.6			9.9	
Approach LOS		B			C			A			A	

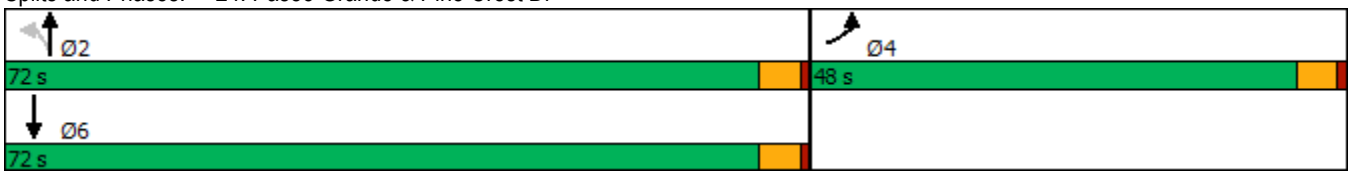
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		17.0		41.5		17.0				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		84.4		26.4		84.4		26.4				
Max Q Clear Time (g_c+I1), s		4.9		3.6		28.5		11.0				
Green Ext Time (p_c), s		1.5		0.2		8.4		1.4				

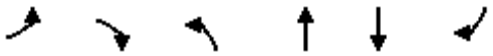
Intersection Summary		
HCM 6th Ctrl Delay		12.1
HCM 6th LOS		B

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	58	37	134	248
Future Volume (vph)	58	37	134	248
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6
Total Split (s)	48.0	72.0	72.0	72.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	11.3		11.9	11.9
Actuated g/C Ratio	0.35		0.37	0.37
v/c Ratio	0.42		0.33	0.48
Control Delay	6.4		9.6	10.8
Queue Delay	0.0		0.0	0.0
Total Delay	6.4		9.6	10.8
LOS	A		A	B
Approach Delay	6.4		9.6	10.8
Approach LOS	A		A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 32.6	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 9.0	Intersection LOS: A
Intersection Capacity Utilization 51.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: Paseo Grande & Pine Crest Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	191	37	134	248	39
Future Volume (veh/h)	58	191	37	134	248	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	206	42	152	282	33
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	124	386	224	550	586	69
Arrive On Green	0.31	0.31	0.36	0.36	0.36	0.36
Sat Flow, veh/h	394	1229	190	1536	1639	192
Grp Volume(v), veh/h	273	0	194	0	0	315
Grp Sat Flow(s),veh/h/ln	1629	0	1726	0	0	1830
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	3.7
Cycle Q Clear(g_c), s	3.9	0.0	2.1	0.0	0.0	3.7
Prop In Lane	0.24	0.75	0.22			0.10
Lane Grp Cap(c), veh/h	512	0	774	0	0	655
V/C Ratio(X)	0.53	0.00	0.25	0.00	0.00	0.48
Avail Cap(c_a), veh/h	2522	0	4062	0	0	4401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	0.0	6.5	0.0	0.0	7.0
Incr Delay (d2), s/veh	0.9	0.0	0.2	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	1.0	0.0	0.5	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	0.0	6.6	0.0	0.0	7.5
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	273			194	315	
Approach Delay, s/veh	8.8			6.6	7.5	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		14.6		13.4		14.6
Change Period (Y+Rc), s		4.6		4.6		4.6
Max Green Setting (Gmax), s		67.4		43.4		67.4
Max Q Clear Time (g_c+I1), s		4.1		5.9		5.7
Green Ext Time (p_c), s		1.4		1.0		2.3

Intersection Summary		
HCM 6th Ctrl Delay		7.7
HCM 6th LOS		A

Notes

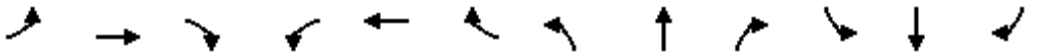
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	2	119	108	140	162	193	206
Future Volume (vph)	2	119	108	140	162	193	206
Turn Type	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	4			2			6
Permitted Phases		8	8		2	6	
Detector Phase	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
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	43.0	43.0	43.0	77.0	77.0	77.0	77.0
Total Split (%)	35.8%	35.8%	35.8%	64.2%	64.2%	64.2%	64.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6		4.6
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	11.8	11.8	11.8	22.0	22.0		22.0
Actuated g/C Ratio	0.27	0.27	0.27	0.51	0.51		0.51
v/c Ratio	0.00	0.36	0.13	0.17	0.21		0.65
Control Delay	14.0	17.3	0.3	6.4	1.9		13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	14.0	17.3	0.3	6.4	1.9		13.0
LOS	B	B	A	A	A		B
Approach Delay	14.0			4.0			13.0
Approach LOS	B			A			B

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 43.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 25: Paseo Grande & Ontario Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	0	119	0	108	0	140	162	193	206	0
Future Volume (veh/h)	0	2	0	119	0	108	0	140	162	193	206	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2	0	140	0	103	0	165	160	227	242	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	507	0	601	507	430	0	842	713	423	380	0
Arrive On Green	0.00	0.27	0.00	0.27	0.00	0.27	0.00	0.45	0.45	0.45	0.45	0.00
Sat Flow, veh/h	0	1870	0	1415	1870	1585	0	1870	1585	579	844	0
Grp Volume(v), veh/h	0	2	0	140	0	103	0	165	160	469	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1415	1870	1585	0	1870	1585	1423	0	0
Q Serve(g_s), s	0.0	0.0	0.0	2.6	0.0	1.7	0.0	1.8	2.0	6.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.7	0.0	1.7	0.0	1.8	2.0	8.5	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	0.48		0.00
Lane Grp Cap(c), veh/h	0	507	0	601	507	430	0	842	713	802	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.23	0.00	0.24	0.00	0.20	0.22	0.58	0.00	0.00
Avail Cap(c_a), veh/h	0	2178	0	1865	2178	1846	0	4106	3480	3178	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)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.8	0.0	9.7	0.0	9.4	0.0	5.5	5.5	7.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.3	0.0	0.1	0.2	0.7	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	0.0	0.0	0.6	0.0	0.4	0.0	0.5	0.5	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.8	0.0	9.9	0.0	9.7	0.0	5.6	5.7	7.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		2			243			325			469	
Approach Delay, s/veh		8.8			9.8			5.6			7.8	
Approach LOS		A			A			A			A	

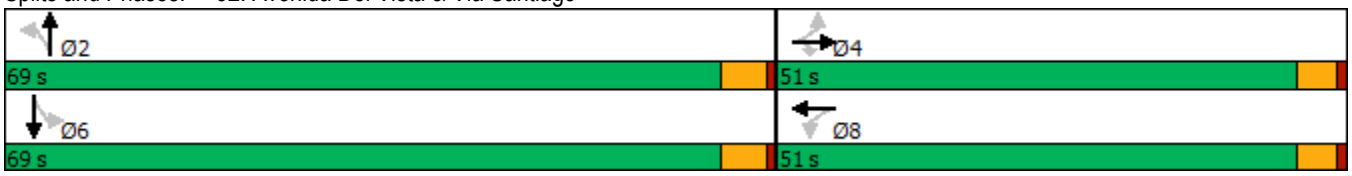
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.4		13.5		19.4		13.5				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		72.4		38.4		72.4		38.4				
Max Q Clear Time (g_c+I1), s		4.0		2.0		10.5		4.7				
Green Ext Time (p_c), s		1.6		0.0		4.3		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			7.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	44	227	34	16	132	16	191	239	250
Future Volume (vph)	44	227	34	16	132	16	191	239	250
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	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	10.0
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	22.1	22.1	22.1	22.1
Total Split (s)	51.0	51.0	51.0	51.0	51.0	69.0	69.0	69.0	69.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
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	0.0
Total Lost Time (s)		4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		14.6	14.6	14.6	14.6	18.0	18.0	18.0	18.0
Actuated g/C Ratio		0.34	0.34	0.34	0.34	0.42	0.42	0.42	0.42
v/c Ratio		0.52	0.07	0.05	0.49	0.04	0.28	0.54	0.46
Control Delay		16.5	8.5	12.2	13.6	8.2	9.4	14.4	10.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.5	8.5	12.2	13.6	8.2	9.4	14.4	10.9
LOS		B	A	B	B	A	A	B	B
Approach Delay		15.6			13.5		9.3		12.4
Approach LOS		B			B		A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 43	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 72.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Avenida Del Vista & Via Santiago



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	227	34	16	132	136	16	191	10	239	250	68
Future Volume (veh/h)	44	227	34	16	132	136	16	191	10	239	250	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.98	0.99		0.97	0.98		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	247	37	17	143	148	17	208	11	260	272	74
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	454	474	359	252	261	500	753	40	600	605	165
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	142	1498	1564	1088	831	860	1028	1757	93	1139	1412	384
Grp Volume(v), veh/h	295	0	37	17	0	291	17	0	219	260	0	346
Grp Sat Flow(s),veh/h/ln	1640	0	1564	1088	0	1691	1028	0	1850	1139	0	1796
Q Serve(g_s), s	0.4	0.0	0.6	0.5	0.0	5.2	0.4	0.0	2.8	6.9	0.0	4.9
Cycle Q Clear(g_c), s	5.6	0.0	0.6	6.1	0.0	5.2	5.4	0.0	2.8	9.7	0.0	4.9
Prop In Lane	0.16		1.00	1.00		0.51	1.00		0.05	1.00		0.21
Lane Grp Cap(c), veh/h	613	0	474	359	0	512	500	0	793	600	0	769
V/C Ratio(X)	0.48	0.00	0.08	0.05	0.00	0.57	0.03	0.00	0.28	0.43	0.00	0.45
Avail Cap(c_a), veh/h	2253	0	2010	1428	0	2174	1880	0	3275	2129	0	3179
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.5	0.0	9.0	13.3	0.0	10.6	9.2	0.0	6.7	9.8	0.0	7.3
Incr Delay (d2), s/veh	0.6	0.0	0.1	0.1	0.0	1.0	0.0	0.0	0.2	0.5	0.0	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	1.5	0.0	0.2	0.1	0.0	1.6	0.1	0.0	0.7	1.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	9.1	13.4	0.0	11.6	9.2	0.0	6.9	10.3	0.0	7.7
LnGrp LOS	B	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		332			308			236			606	
Approach Delay, s/veh		10.8			11.7			7.0			8.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		15.5		20.6		15.5				
Change Period (Y+Rc), s		5.1		4.6		5.1		4.6				
Max Green Setting (Gmax), s		63.9		46.4		63.9		46.4				
Max Q Clear Time (g_c+I1), s		7.4		7.6		11.7		8.1				
Green Ext Time (p_c), s		1.4		2.1		3.5		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	61	292	227	747
Demand Flow Rate, veh/h	62	299	232	762
Vehicles Circulating, veh/h	825	150	620	121
Vehicles Exiting, veh/h	58	702	267	328
Ped Vol Crossing Leg, #/h	2	2	0	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.4	5.4	8.9	11.0
Approach LOS	A	A	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	62	299	232	762
Cap Entry Lane, veh/h	595	1184	733	1220
Entry HV Adj Factor	0.984	0.978	0.979	0.981
Flow Entry, veh/h	61	292	227	747
Cap Entry, veh/h	585	1157	718	1196
V/C Ratio	0.104	0.253	0.316	0.625
Control Delay, s/veh	7.4	5.4	8.9	11.0
LOS	A	A	A	B
95th %tile Queue, veh	0	1	1	5

Intersection	
Intersection Delay, s/veh	5.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	2	267	356	469
Demand Flow Rate, veh/h	2	273	363	479
Vehicles Circulating, veh/h	622	168	234	143
Vehicles Exiting, veh/h	0	429	390	298
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	4.0	4.6	7.1
Approach LOS	A	A	A	A

Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.524	0.476	0.463	0.537	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	2	143	130	168	195	479
Cap Entry Lane, veh/h	732	1219	1219	1148	1148	1193
Entry HV Adj Factor	0.980	0.979	0.977	0.980	0.979	0.979
Flow Entry, veh/h	2	140	127	165	191	469
Cap Entry, veh/h	717	1193	1191	1125	1124	1168
V/C Ratio	0.003	0.117	0.107	0.146	0.170	0.402
Control Delay, s/veh	5.0	4.0	3.9	4.5	4.7	7.1
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	1	1	2

MEMORANDUM

URBAN | CROSSROADS

DATE: March 1, 2024
TO: Thomas Grabiel, Oxbow Partners
FROM: Connor Paquin, Urban Crossroads, Inc.
JOB NO: 15458-04 Letter

TRAILS AT CORONA FOCUSED TRAFFIC ASSESSMENT

Urban Crossroads, Inc. has prepared this focused traffic assessment in support of the Trails at Corona development (**Project**), located along Serfas Club Drive and Paseo Grande in the County of Riverside.

The purpose of this focused traffic assessment is to evaluate queuing along Frontage Road and select locations along Serfas Club Drive, based on the updated site plan. This focused traffic assessment supplements the Trails at Corona (SP00397) Traffic Analysis, dated February 16, 2024, prepared by Urban Crossroads, Inc. (**2024 Traffic Study**). Specifically, the 2024 Traffic Study evaluated commercial retail uses within Planning Area 2 and the current site plan identifies Open Space within the Planning Area. The following focused traffic assessment evaluates the peak hour operations and queuing at intersections in close proximity to Frontage Road and Serfas Club Drive including Driveway 1 on Frontage Road.

SUMMARY OF FINDINGS

Based on the intersection operations and queuing analyses performed for this traffic assessment, there are no anticipated traffic deficiencies along Frontage Road under any future analysis scenario. There are no queuing issues anticipated with the back-to-back left turn lanes into Driveway 1 with the left at Serfas Club Drive along Frontage Road. Although a residential portion of the Project will take access off of the existing Frontage Road, the effects along with the existing commercial traffic on Frontage Road are nominal and would not result in any queuing issues along Frontage Road. The intersection operations and queuing analyses results improve compared to the 2024 Traffic Study, which is likely due to the reduction in trips compared to the 2024 Traffic Study.

There are deficiencies anticipated along Serfas Club Drive, however, these deficiencies are attributable to the background growth in the area, as the deficiencies occur under both No Project and With Project traffic conditions. Additionally, the deficiencies are identified along through movements on Serfas Club Drive, which is associated with vehicles using Serfas Club Drive as an alternate route to bypass the peak hour congestion along the SR-91 Freeway.

Since the queuing issues on the arterial streets are due to freeway congestion, no roadway widening has been identified along Serfas Club Drive. Additionally, due to the existing residential uses along Serfas Club Drive, there is not sufficient right-of-way to widen the existing roadways to accommodate additional capacity. Such roadway widening would likely not alleviate the queuing issues along Serfas Club Drive caused by the SR-91 Freeway itself. Therefore, no improvements have been identified for the queuing deficiencies identified under the analysis scenarios.

ASSUMPTIONS AND METHODOLOGIES

This section provides a review of the assumptions and methodologies utilized for this focused traffic assessment, consistent with the County of Riverside's traffic study guidelines.

PROJECT OVERVIEW & TRIP GENERATION

The latest Project site plan has been updated to remove the commercial retail use within Planning Area 2 (along Frontage Road), as shown on Exhibit 1. All residential uses in the updated site plan are consistent with the residential uses evaluated in the 2024 Traffic Study.

Since the commercial retail use has been removed from the Project site plan, trip generation has been evaluated for the updated land use assumptions using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021). Since there is no longer a commercial retail component, no reductions have been taken for internal capture or pass-by trips as these reductions are no longer applicable. The trip generation rates and resulting trip generation summary are shown in Table 1. As shown in Table 1, the proposed Project is anticipated to generate 1,210 two-way trip-ends per day, with 70 AM peak hour trips and 90 PM peak hour trips. As shown, there is an anticipated reduction to the Project trip generation with the removal of the commercial retail use in Planning Area 2.

TRIP DISTRIBUTION

The trip distribution patterns for the residential land uses are consistent with the 2024 Traffic Study.

STUDY AREA

The study area from the 2024 Traffic Study is shown on Exhibit 2. For the purposes of this focused traffic assessment, the following study area intersections from the 2024 Traffic Study have been selected for evaluation:

- Driveway 1 & Frontage Road (#4)
- Serfas Club Drive & Frontage Road (#8)
- Serfas Club Drive & Pine Crest Drive (#9)

These study intersections have been selected based on consultation with the County of Riverside and have been selected since they are all located within close proximity of the proposed Driveway 1 along Frontage Road.

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Land Use[1]	ITE LU Code	Units[2]	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
Trip Generation Rates:									
Senior Adult Housing - Detached	251	DU	0.08	0.16	0.24	0.18	0.12	0.30	4.31
Senior Adult Housing - Attached	252	DU	0.07	0.13	0.20	0.14	0.11	0.25	3.24

Land Use	Quantity	Units[2]	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
Project Trip Generation:									
Planning Area 1:									
Senior Adult Housing - Attached	66	DU	4	9	13	9	7	17	214
Planning Area 2:									
Planning Area 3:									
Senior Adult Housing - Detached	115	DU	10	19	29	22	14	36	496
Senior Adult Housing - Attached	50	DU	3	7	10	7	6	13	162
Planning Area 3 Total:			13	26	39	29	20	49	658
Planning Area 4:									
Senior Adult Housing - Detached	47	DU	4	7	11	9	5	14	204
Planning Area 5:									
Senior Adult Housing - Detached	31	DU	2	5	7	6	4	10	134
Total	**309**	**DU**	**23**	**47**	**70**	**53**	**36**	**90**	**1,210**
Total Trips from 2024 Traffic Study[3]			37	56	93	73	56	130	1,536
Comparison in Trips			**-14**	**-9**	**-23**	**-20**	**-20**	**-41**	**-326**

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

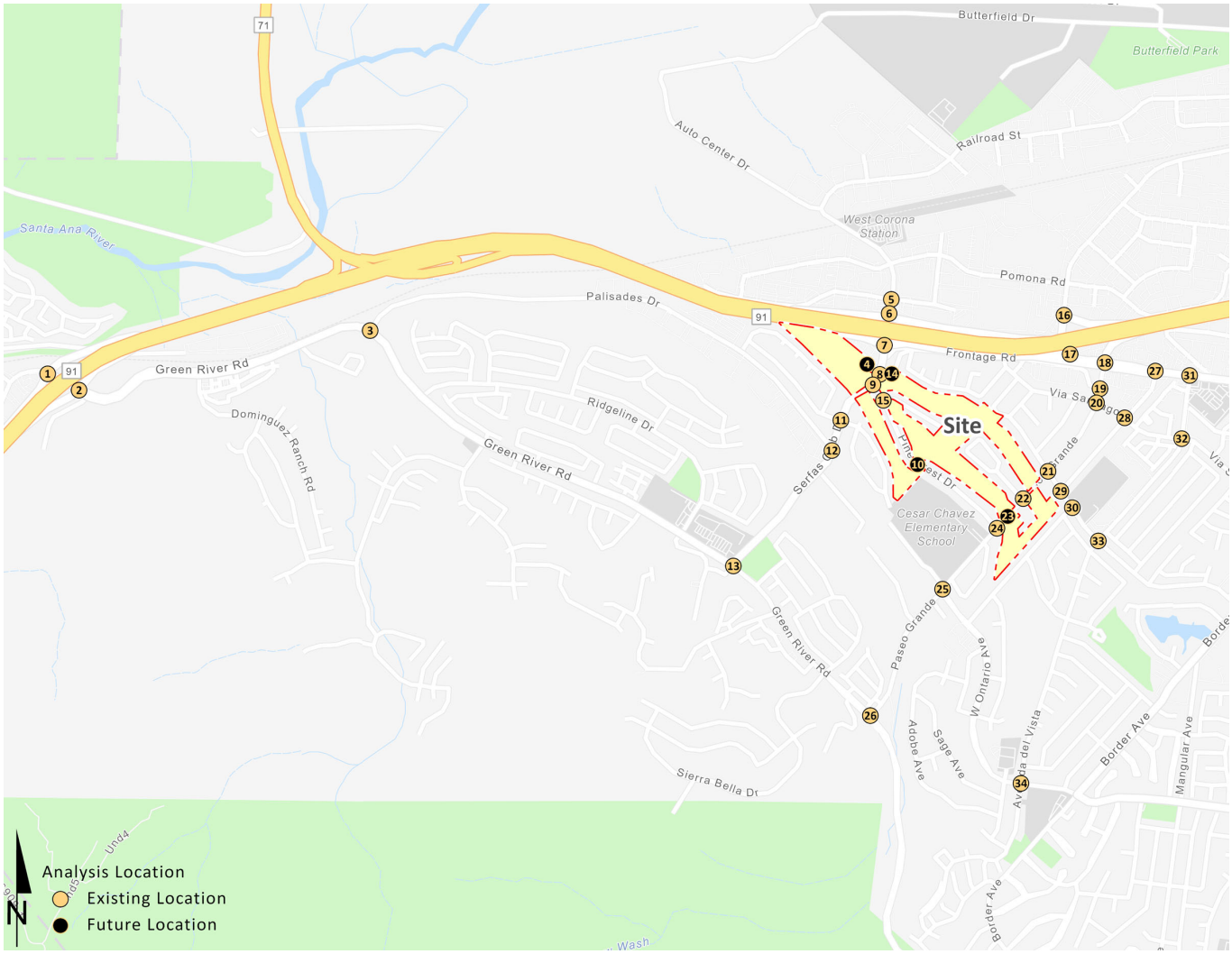
[2] DU = Dwelling Unit

[3] Source: Trails at Corona (SP00397) Traffic Analysis, dated February 16, 2024, prepared by Urban Crossroads, Inc.

EXHIBIT 1: PRELIMINARY SITE PLAN



EXHIBIT 2: STUDY AREA



EXISTING COUNT DATA

The existing traffic count data has been utilized from the 2024 Traffic Study. Traffic counts from the 2024 Traffic Study were collected in April 2023, when local schools were in session and operating on normal bell schedules.

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT (EAP) (2027) CONDITIONS

INTERSECTIONS

The EAP traffic volumes are based on the 2023 traffic counts, plus an ambient growth factor of 2% per year (compounded annually for a total of 8.24%) and the addition of Project traffic (without the commercial retail use in Planning Area 2). Table 2 provides the results of the intersection operations analysis for EAP (2027) Conditions. As shown in Table 2, the study area intersections are anticipated to continue to operate at an acceptable Level of Service (**LOS**) during the peak hours under EAP (2027) traffic conditions, consistent with Existing Conditions. This is also consistent with the findings from the 2024 Traffic Study for EAP (2027) conditions, for the same study area intersections.

It should be noted Table 2 also provides the observed LOS for the AM peak hour, which is due to regional congestion as a result of capacity limitations to accommodate SR-91 Freeway westbound traffic. As such, the AM peak hour intersection operations analysis results are reported as LOS F for the intersections affected by the freeway queuing. AM and PM peak hour results for the remaining locations and peak hours are based on peak hour operations analysis using the actual count data collected and applicable analysis software. For a detailed discussion on the observed peak hour operations, refer to Section 3.7 *Intersection Operations Analysis* in the 2024 Traffic Study. The EAP (2027) Conditions intersection operations analysis worksheets are provided in Attachment A.

TABLE 2: EAP (2027) INTERSECTION ANALYSIS FOR EAP (2027) CONDITIONS

			Existing (2023)						EAP (2027)					
			Delay[1] (secs.)			Level of Service			Delay[1] (secs.)			Level of Service		
#	Intersection	Traffic Control[2]	AM[3]	AM	PM	AM[3]	AM	PM	AM[3]	AM	PM	AM[3]	AM	PM
4	Driveway 1 & Frontage Rd.	**CSS**	Future Intersection						N/A	9.0	9.2	N/A	A	A
8	Serfas Club Dr. & Frontage Rd.	TS	--[4]	12.3	12.6	**F**	B	B	--[4]	13.2	13.0	**F**	B	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	N/A	7.4	4.7	N/A	A	A	N/A	7.7	5.0	N/A	A	A

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

[1] Per the Highway Capacity Manual (7th 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 delay reported in seconds.

[2] TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

[3] Peak hour operations due to regional congestion as a result of capacity limitations to accommodate SR-91 Freeway westbound traffic. Other AM and PM peak hour results are based on peak hour operations analysis using the actual count data collected and applicable analysis software.

[4] The through movements along Serfas Club Drive, in the southbound direction, that occur during the morning peak commute hours is due to the regional congestion as traffic utilizes Serfas Club Drive to bypass the SR-91 Freeway.

QUEUING

The peak hour queuing analysis results for EAP (2027) Conditions is summarized in Table 3. As shown in Table 3, the following movement is anticipated to experience queuing issues during the peak hours, consistent with Existing (2023) traffic conditions evaluated in the 2024 Traffic Study:

- Serfas Club Drive & Frontage Road (#8), NBT/R – AM and PM peak hours

There are no anticipated queuing issues at the proposed Project driveway (Driveway 1) along Frontage Road or at Serfas Club Drive & Pine Crest Drive. This finding is consistent with the 2024 Traffic Study, with the exception of the queuing along Frontage Road which was not evaluated in the 2024 Traffic Study. The EAP (2027) Conditions queuing analysis worksheets are provided in Attachment B.

TABLE 3: PEAK HOUR QUEUING SUMMARY FOR EAP (2027) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	Existing (2023) 95th Percentile Queue (Feet)		Acceptable? [1]		EAP (2027) 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
4 Driveway 1 & Frontage Rd.	EBT/R	80	Future Intersection				0	0	Yes	Yes
	WBL	170					0	0	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	48	38	Yes	Yes	57	48	Yes	Yes
	NBT/R	110	**233**	**140**	**No**	**No**	**272**	**156**	**No**	**No**
	SBL	150	24	71	Yes	Yes	29	81	Yes	Yes
	SBT/R	400	82	218	Yes	Yes	94	246	Yes	Yes
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	155	78	Yes	Yes	181	89	Yes	Yes
	NBR	145	16	10	Yes	Yes	18	11	Yes	Yes
	SBL	110	37	37	Yes	Yes	44	42	Yes	Yes
	SBT	110	54	58	Yes	Yes	64	67	Yes	Yes
	WBL	95	84	15	Yes	Yes	99	18	Yes	Yes
	WBR	245	38	14	Yes	Yes	42	15	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

HORIZON YEAR (2040) CONDITIONS

INTERSECTIONS

The Horizon Year (2040) Without Project traffic volumes are consistent with the Horizon Year (2040) traffic forecasts from the 2024 Traffic Study, which are based on Riverside County Transportation Analysis Model (RIVTAM). The Horizon Year (2040) With Project traffic volumes consist of the Horizon Year (2040) Without Project traffic forecasts plus the addition of Project traffic (with the proposed Open Space in Planning Area 2). Table 4 provides the results of the intersection operations analysis for Horizon Year (2040) Conditions. As shown in Table 4, the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under Horizon Year (2040) With Project traffic conditions. The Horizon Year (2040) With Project Conditions intersection operations analysis worksheets are provided in Attachment C.

TABLE 4: INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) CONDITIONS

			2040 Without Project						2040 With Project					
			Delay[1] (secs.)			Level of Service			Delay[1] (secs.)			Level of Service		
#	Intersection	Traffic Control[2]	AM[3]	AM	PM	AM[3]	AM	PM	AM[3]	AM	PM	AM[3]	AM	PM
4	Driveway 1 & Frontage Rd.	**CSS**	Future Intersection						N/A	9.4	9.7	N/A	A	A
8	Serfas Club Dr. & Frontage Rd.	TS	--[4]	21.0	16.4	**F**	C	B	--[4]	21.4	16.9	**F**	C	B
9	Serfas Club Dr. & Pine Crest Dr.	TS	N/A	13.0	6.4	N/A	B	A	N/A	13.2	6.5	N/A	B	A

[1] Per the Highway Capacity Manual (7th 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.

[2] CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

[3] Peak hour operations due to regional congestion as a result of capacity limitations to accommodate SR-91 Freeway westbound traffic. Other AM and PM peak hour results are based on peak hour operations analysis using the actual count data collected and applicable analysis software.

[4] The through movements along Serfas Club Drive, in the southbound direction, that occur during the morning peak commute hours is due to the regional congestion as traffic utilizes Serfas Club Drive to bypass the SR-91 Freeway.

QUEUING

The peak hour queuing analysis for Horizon Year (2040) Conditions is shown in Table 5. Note that Serfas Club is assumed to be in the north/south orientation with Frontage Road and Pine Crest Drive in the east/west orientation. As shown in Table 5, the following movements are anticipated to experience queuing issues during the peak hours:

- Serfas Club Drive & Frontage Road (#8), NBT/R – AM and PM peak hours
- Serfas Club Drive & Frontage Road (#8), SBT/R – PM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), SBL – AM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), SBT – PM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), WBL – AM peak hour only

There are no anticipated queuing issues at the proposed Project driveway (Driveway 1) on Frontage Road or queuing issues with the back-to-back left turn movements between Driveway 1 and Serfas Club Drive along Frontage Road. The Horizon Year (2040) Conditions queuing analysis worksheets are provided in Attachment D.

There are deficiencies anticipated along Serfas Club Drive, however, these deficiencies are mostly attributable to the background growth in the area, as the deficiencies occur under both No Project and With Project traffic conditions. Additionally, the deficiencies are identified along through movements on Serfas Club Drive, which is associated with vehicles using Serfas Club Drive as an alternate route to bypass the peak hour congestion along the SR-91 Freeway.

TABLE 5: PEAK HOUR QUEUING SUMMARY FOR HORIZON YEAR (2040) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	2040 Without Project 95th Percentile Queue (Feet)		Acceptable? [1]		2040 With Project 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
4 Driveway 1 & Frontage Rd.	EBT/R	80	Future Intersection				0	0	Yes	Yes
	WBL	170					0	0	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	90	64	Yes	Yes	94	70	Yes	Yes
	NBT/R	110	**545**	**269**	**No**	**No**	**547**	**273**	**No**	**No**
	SBL	150	91 [2]	144	Yes	Yes	94 [2]	148	Yes	Yes
	SBT/R	400	224	**499**	Yes	**No**	225	**511**	Yes	**No**
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	367	175	Yes	Yes	372	178	Yes	Yes
	NBR	145	30	14	Yes	Yes	31	15	Yes	Yes
	SBL	110	**252** [2]	94	**No**	Yes	**258** [2]	98	**No**	Yes
	SBT	110	119	**144**	Yes	**No**	122	**146**	Yes	**No**
	WBL	95	**180**	48	**No**	Yes	**184**	50	**No**	Yes
	WBR	245	62	21	Yes	Yes	62	22	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

GENERAL PLAN BUILDOUT (2045) CONDITIONS

INTERSECTIONS

The General Plan Buildout (2045) With Project traffic volumes are consistent with the General Plan Buildout (2045) traffic forecasts from the 2024 Traffic Study, which are based on the Horizon Year (2040) Without Project traffic volumes, plus an additional 10.24% ambient growth (2% per year compounded annually for 5 years), plus the addition of Project traffic (with the proposed Open Space in Planning Area 2). Table 6 provides the results of the intersection operations analysis for General Plan Buildout (2045) With Project Conditions. As shown in Table 6, The study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under General Plan Buildout (2045) With Project traffic conditions. The General Plan Buildout (2045) With Project Conditions intersection operations analysis worksheets are provided in Attachment E.

TABLE 6: INTERSECTION ANALYSIS FOR GENERAL PLAN BUILDOUT (2045) CONDITIONS

			GPBO Without Project						GPBO With Project					
			Delay[1] (secs.)			Level of Service			Delay[1] (secs.)			Level of Service		
#	Intersection	Traffic Control[2]	AM[3]	AM	PM	AM[3]	AM	PM	AM[3]	AM	PM	AM[3]	AM	PM
4	Driveway 1 & Frontage Rd.	**CSS**	Future Intersection						N/A	9.5	9.9	N/A	A	A
8	Serfas Club Dr. & Frontage Rd.	TS	--[4]	27.1	19.6	**F**	C	B	--[4]	27.9	20.2	**F**	C	C
9	Serfas Club Dr. & Pine Crest Dr.	TS	N/A	15.8	6.6	N/A	B	A	N/A	16.1	6.8	N/A	B	A

[1] Per the Highway Capacity Manual (7th 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.

[2] CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

[3] Peak hour operations due to regional congestion as a result of capacity limitations to accommodate SR-91 Freeway westbound traffic. Other AM and PM peak hour results are based on peak hour operations analysis using the actual count data collected and applicable analysis software.

[4] The through movements along Serfas Club Drive, in the southbound direction, that occur during the morning peak commute hours is due to the regional congestion as traffic utilizes Serfas Club Drive to bypass the SR-91 Freeway.

QUEUING

The peak hour queuing analysis for General Plan Buildout (2045) Conditions is shown in Table 7. Note that Serfas Club is assumed to be in the north/south orientation with Frontage Road and Pine Crest Drive in the east/west orientation. As shown in Table 7, the following movements are anticipated to experience queuing issues during the peak hours:

- Serfas Club Drive & Frontage Road (#8), NBT/R – AM and PM peak hours
- Serfas Club Drive & Frontage Road (#8), SBT/R – PM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), SBL – AM peak hour only
- Serfas Club Drive & Pine Crest Drive (#9), SBT – AM and PM peak hours
- Serfas Club Drive & Pine Crest Drive (#9), WBL – AM peak hour only

There are no anticipated queuing issues at the proposed Project driveway (Driveway 1) on Frontage Road or queuing issues with the back-to-back left turn movements between Driveway 1 and Serfas Club Drive along Frontage Road. The General Plan Buildout (2045) Conditions queuing analysis worksheets are provided in Attachment F.

There are deficiencies anticipated along Serfas Club Drive, however, these deficiencies are mostly attributable to the background growth in the area, as the deficiencies occur under both No Project and With Project traffic conditions. Additionally, the deficiencies are identified along through movements on Serfas Club Drive, which is associated with vehicles using Serfas Club Drive as an alternate route to bypass the peak hour congestion along the SR-91 Freeway.

TABLE 7: PEAK HOUR QUEUING SUMMARY FOR GENERAL PLAN BUILDOUT (2045) CONDITIONS

Intersections	Movement	Available Stacking Distance (Feet)	2045 Without Project 95th Percentile Queue (Feet)		Acceptable? [1]		2045 With Project 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
4 Driveway 1 & Frontage Rd.	EBT/R	80	Future Intersection				0	0	Yes	Yes
	WBL	170					0	0	Yes	Yes
8 Serfas Club Dr. & Frontage Rd.	NBL	110	97	70	Yes	Yes	101	76	Yes	Yes
	NBT/R	110	**638**	**316**	**No**	**No**	**645** [2]	**320**	**No**	**No**
	SBL	150	105 [2]	158	Yes	Yes	109 [2]	164	Yes	Yes
	SBT/R	400	251	**612**	Yes	**No**	253	**632** [2]	Yes	**No**
9 Serfas Club Dr. & Pine Crest Dr.	NBT	750	441	209	Yes	Yes	446	215	Yes	Yes
	NBR	145	34	16	Yes	Yes	35	17	Yes	Yes
	SBL	110	**326** [2]	111	**No**	Yes	**331** [2]	116	**No**	Yes
	SBT	110	**144**	**177**	**No**	**No**	**147**	**180**	**No**	**No**
	WBL	95	**213**	55	**No**	Yes	**218**	58	**No**	Yes
	WBR	245	79	23	Yes	Yes	84	25	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 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.

CONCLUSIONS

Based on the intersection operations and queuing analyses performed for this traffic assessment, there are no anticipated traffic deficiencies along Frontage Road under any future analysis scenario. There are no queuing issues anticipated with the back-to-back left turn lanes into Driveway 1 with the left at Serfas Club Drive along Frontage Road. Although a residential portion of the Project will take access off of the existing Frontage Road, the effects along with the existing commercial traffic on Frontage Road are nominal and would not result in any queuing issues along Frontage Road. The intersection operations and queuing analyses results improve compared to the 2024 Traffic Study, which is likely due to the reduction in trips compared to the 2024 Traffic Study.

There are deficiencies anticipated along Serfas Club Drive, however, these deficiencies are mostly attributable to the background growth in the area, as the deficiencies occur under both No Project and With Project traffic conditions. Additionally, the deficiencies are identified along through movements on Serfas Club Drive, which is associated with vehicles using Serfas Club Drive as an alternate route to bypass the peak hour congestion along the SR-91 Freeway.

If you have any questions, please contact me directly at cpaquin@urbanxroads.com.

ATTACHMENT A: EAP (2027) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	0	4	58	0	8
Future Vol, veh/h	133	0	4	58	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	145	0	4	63	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	216	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1438	-	772	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1438	-	770	903
Mov Cap-2 Maneuver	-	-	-	-	770	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	948	-

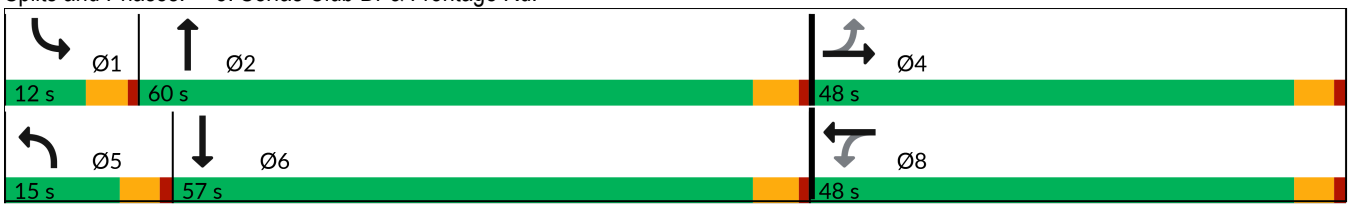
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.48	9.03
HCM LOS			A

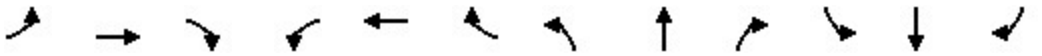
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	903	-	-	116	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s/veh)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	97	9	220	15	45	862	44	322
Future Volume (vph)	97	9	220	15	45	862	44	322
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	18.3	18.3	18.3	18.3	7.0	25.8	6.1	25.0
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.12	0.43	0.10	0.41
v/c Ratio	0.30	0.08	0.55	0.34	0.22	0.62	0.12	0.22
Control Delay (s/veh)	22.3	9.5	26.3	6.0	34.2	17.0	33.5	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	22.3	9.5	26.3	6.0	34.3	17.1	33.5	13.9
LOS	C	A	C	A	C	B	C	B
Approach Delay (s/veh)		18.4		16.6		18.0		16.3
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 17.4	Intersection LOS: B
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	9	35	220	15	191	45	862	47	44	322	3
Future Volume (veh/h)	97	9	35	220	15	191	45	862	47	44	322	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	9	26	227	15	66	46	889	48	45	332	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	101	293	461	71	315	86	1383	75	164	1454	13
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.05	0.40	0.40	0.05	0.40	0.40
Sat Flow, veh/h	1317	424	1224	1372	299	1314	1781	3426	185	3456	3608	33
Grp Volume(v), veh/h	100	0	35	227	0	81	46	461	476	45	163	172
Grp Sat Flow(s),veh/h/ln	1317	0	1648	1372	0	1612	1781	1777	1834	1728	1777	1864
Q Serve(g_s), s	3.1	0.0	0.8	7.2	0.0	1.9	1.2	9.7	9.7	0.6	2.8	2.8
Cycle Q Clear(g_c), s	4.9	0.0	0.8	7.9	0.0	1.9	1.2	9.7	9.7	0.6	2.8	2.8
Prop In Lane	1.00		0.74	1.00		0.81	1.00		0.10	1.00		0.02
Lane Grp Cap(c), veh/h	417	0	395	461	0	386	86	717	741	164	716	751
V/C Ratio(X)	0.24	0.00	0.09	0.49	0.00	0.21	0.54	0.64	0.64	0.27	0.23	0.23
Avail Cap(c_a), veh/h	1327	0	1533	1408	0	1500	398	2095	2163	549	1981	2078
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	13.8	16.8	0.0	14.2	21.6	11.2	11.2	21.4	9.1	9.1
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.8	0.0	0.3	1.9	1.0	0.9	0.3	0.2	0.2
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	0.9	0.0	0.3	2.1	0.0	0.6	0.5	3.1	3.2	0.2	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	0.0	13.9	17.7	0.0	14.4	23.6	12.1	12.1	21.7	9.3	9.3
LnGrp LOS	B		B	B		B	C	B	B	C	A	A
Approach Vol, veh/h		135			308			983			380	
Approach Delay, s/veh		15.8			16.8			12.7			10.8	
Approach LOS		B			B			B			B	

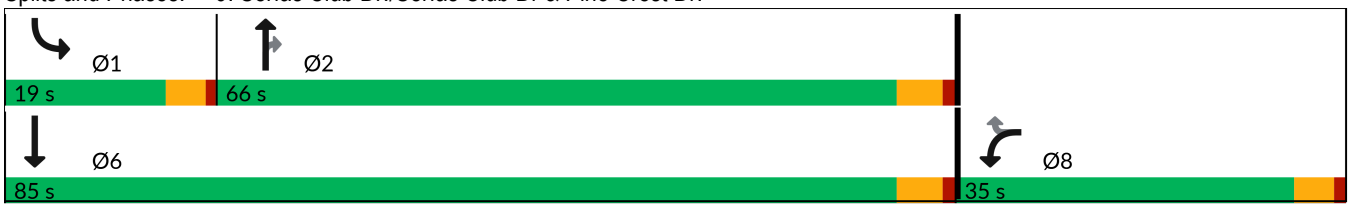
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	23.9		15.8	6.8	23.9		15.8				
Change Period (Y+Rc), s	4.6	5.1		4.7	4.6	5.1		4.7				
Max Green Setting (Gmax), s	7.4	54.9		43.3	10.4	51.9		43.3				
Max Q Clear Time (g_c+I1), s	2.6	11.7		6.9	3.2	4.8		9.9				
Green Ext Time (p_c), s	0.0	7.0		0.5	0.0	2.0		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.2									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	130	136	818	51	40	538
Future Volume (vph)	130	136	818	51	40	538
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	9.4	9.4	22.4	22.4	6.4	26.0
Actuated g/C Ratio	0.20	0.20	0.49	0.49	0.14	0.57
v/c Ratio	0.38	0.33	0.50	0.07	0.17	0.28
Control Delay (s/veh)	22.4	7.3	10.6	4.2	24.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.4	7.3	10.6	4.2	24.4	5.3
LOS	C	A	B	A	C	A
Approach Delay (s/veh)	14.7		10.2			6.7
Approach LOS	B		B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45.9	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 9.7	Intersection LOS: A
Intersection Capacity Utilization 45.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	130	136	818	51	40	538
Future Volume (veh/h)	130	136	818	51	40	538
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	85	880	44	43	578
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	221	197	1573	686	86	2184
Arrive On Green	0.12	0.12	0.44	0.44	0.05	0.61
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	140	85	880	44	43	578
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	2.8	1.8	6.8	0.6	0.9	2.8
Cycle Q Clear(g_c), s	2.8	1.8	6.8	0.6	0.9	2.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	221	197	1573	686	86	2184
V/C Ratio(X)	0.63	0.43	0.56	0.06	0.50	0.26
Avail Cap(c_a), veh/h	1458	1298	5828	2543	691	7646
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	15.5	15.0	7.7	5.9	17.2	3.3
Incr Delay (d2), s/veh	1.1	0.6	0.3	0.0	1.7	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	1.0	0.6	1.6	0.1	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.6	15.6	8.0	6.0	18.9	3.4
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	225		924			621
Approach Delay, s/veh	16.2		7.9			4.4
Approach LOS	B		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.4	21.5				27.9	9.2
Change Period (Y+Rc), s	4.6	5.1				5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9				79.9	30.4
Max Q Clear Time (g_c+I1), s	2.9	8.8				4.8	4.8
Green Ext Time (p_c), s	0.0	7.6				4.4	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	7.7
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	0	10	47	0	6
Future Vol, veh/h	173	0	10	47	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	188	0	11	51	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	261	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1386	-	728	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	722	854
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	942	-

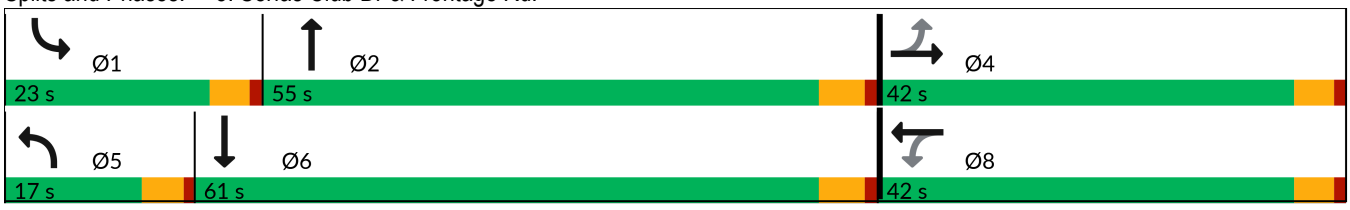
Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.34	9.25
HCM LOS			A

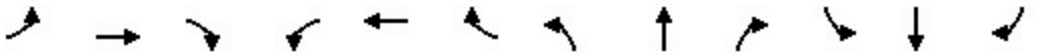
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	316	-
HCM Lane V/C Ratio	0.008	-	-	0.008	-
HCM Control Delay (s/veh)	9.2	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	100	31	91	13	36	431	192	829
Future Volume (vph)	100	31	91	13	36	431	192	829
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	14.0	14.0	14.0	14.0	6.7	17.1	8.6	29.5
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.13	0.34	0.17	0.58
v/c Ratio	0.27	0.16	0.26	0.10	0.16	0.48	0.34	0.42
Control Delay (s/veh)	20.6	10.5	20.5	9.7	28.6	15.5	24.8	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	10.5	20.5	9.7	28.6	15.5	24.8	11.7
LOS	C	B	C	A	C	B	C	B
Approach Delay (s/veh)		16.2		16.6		16.4		14.2
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 50.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 15.2	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	31	48	91	13	37	36	431	115	192	829	7
Future Volume (veh/h)	100	31	48	91	13	37	36	431	115	192	829	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	32	41	95	14	23	38	449	117	200	864	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	462	172	220	430	146	239	76	904	234	368	1403	11
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.04	0.32	0.32	0.11	0.39	0.39
Sat Flow, veh/h	1371	744	953	1326	631	1036	1781	2785	720	3456	3612	29
Grp Volume(v), veh/h	104	0	73	95	0	37	38	285	281	200	425	446
Grp Sat Flow(s),veh/h/ln	1371	0	1697	1326	0	1667	1781	1777	1728	1728	1777	1864
Q Serve(g_s), s	2.7	0.0	1.5	2.6	0.0	0.7	0.9	5.5	5.6	2.3	8.2	8.2
Cycle Q Clear(g_c), s	3.5	0.0	1.5	4.1	0.0	0.7	0.9	5.5	5.6	2.3	8.2	8.2
Prop In Lane	1.00		0.56	1.00		0.62	1.00		0.42	1.00		0.02
Lane Grp Cap(c), veh/h	462	0	392	430	0	385	76	577	561	368	690	724
V/C Ratio(X)	0.23	0.00	0.19	0.22	0.00	0.10	0.50	0.49	0.50	0.54	0.62	0.62
Avail Cap(c_a), veh/h	1345	0	1486	1284	0	1459	518	2081	2024	1493	2332	2446
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	13.2	14.8	0.0	12.9	20.0	11.6	11.6	18.1	10.5	10.5
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.3	0.0	0.1	1.9	0.7	0.7	0.5	0.9	0.9
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	0.0	0.5	0.7	0.0	0.3	0.4	1.8	1.7	0.8	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	0.0	13.4	15.1	0.0	13.0	21.9	12.2	12.3	18.5	11.4	11.3
LnGrp LOS	B		B	B		B	C	B	B	B	B	B
Approach Vol, veh/h		177			132			604			1071	
Approach Delay, s/veh		14.0			14.5			12.9			12.7	
Approach LOS		B			B			B			B	

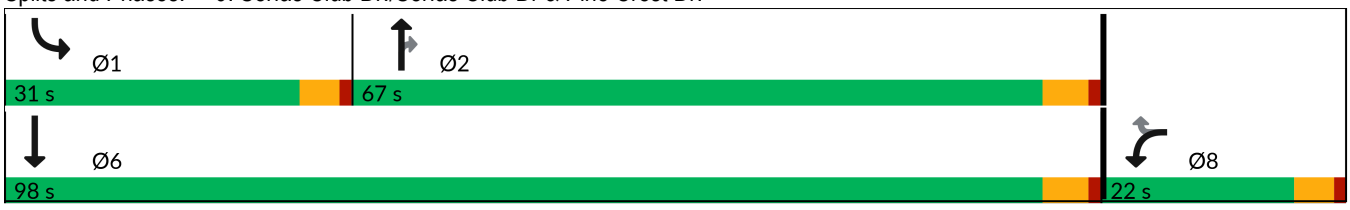
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	18.9		14.5	6.4	21.6		14.5				
Change Period (Y+Rc), s	4.6	5.1		4.7	4.6	5.1		4.7				
Max Green Setting (Gmax), s	18.4	49.9		37.3	12.4	55.9		37.3				
Max Q Clear Time (g_c+I1), s	4.3	7.6		5.5	2.9	10.2		6.1				
Green Ext Time (p_c), s	0.3	3.7		0.7	0.0	6.3		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.0	
HCM 7th LOS	B	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	24	558	28	68	900
Future Volume (vph)	17	24	558	28	68	900
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	5.3	5.3	23.4	23.4	6.4	30.9
Actuated g/C Ratio	0.15	0.15	0.65	0.65	0.18	0.86
v/c Ratio	0.06	0.09	0.25	0.02	0.22	0.30
Control Delay (s/veh)	16.9	9.7	7.2	4.5	16.4	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.9	9.7	7.2	4.5	16.4	2.3
LOS	B	A	A	A	B	A
Approach Delay (s/veh)	12.8		7.1			3.3
Approach LOS	B		A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 36	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay (s/veh): 5.0	Intersection LOS: A
Intersection Capacity Utilization 37.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	24	558	28	68	900
Future Volume (veh/h)	17	24	558	28	68	900
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	11	575	28	70	928
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	64	57	1299	567	134	2165
Arrive On Green	0.04	0.04	0.37	0.37	0.08	0.61
Sat Flow, veh/h	1781	1585	3647	1550	1781	3647
Grp Volume(v), veh/h	18	11	575	28	70	928
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1550	1781	1777
Q Serve(g_s), s	0.3	0.2	3.3	0.3	1.0	3.8
Cycle Q Clear(g_c), s	0.3	0.2	3.3	0.3	1.0	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	64	57	1299	567	134	2165
V/C Ratio(X)	0.28	0.19	0.44	0.05	0.52	0.43
Avail Cap(c_a), veh/h	1133	1008	8043	3508	1719	12070
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.8	12.8	6.6	5.6	12.2	2.8
Incr Delay (d2), s/veh	0.9	0.6	0.2	0.0	1.2	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	0.1	0.1	0.6	0.1	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.7	13.4	6.8	5.6	13.3	3.0
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	29		603			998
Approach Delay, s/veh	13.6		6.7			3.7
Approach LOS	B		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.7	15.1				21.8	5.6
Change Period (Y+Rc), s	4.6	5.1				5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9				92.9	17.4
Max Q Clear Time (g_c+I1), s	3.0	5.3				5.8	2.3
Green Ext Time (p_c), s	0.1	4.4				8.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	5.0
HCM 7th LOS	A

ATTACHMENT B: EAP (2027) CONDITIONS QUEUING ANALYSIS WORKSHEETS

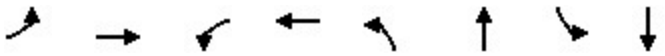
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	0	4	58	0	8
Future Vol, veh/h	133	0	4	58	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	145	0	4	63	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	216	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1438	-	772	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1438	-	770	903
Mov Cap-2 Maneuver	-	-	-	-	770	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.48	9.03
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	903	-	-	116	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s/veh)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	45	227	212	46	937	45	335
v/c Ratio	0.30	0.08	0.55	0.34	0.22	0.62	0.12	0.22
Control Delay (s/veh)	22.3	9.5	26.3	6.0	34.2	17.0	33.5	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	22.3	9.5	26.3	6.0	34.3	17.1	33.5	13.9
Queue Length 50th (ft)	30	2	73	4	16	145	8	43
Queue Length 95th (ft)	83	27	174	53	57	272	29	94
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	823	1226	1017	1238	343	2990	473	2925
Starvation Cap Reductn	0	0	0	0	24	792	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.04	0.22	0.17	0.14	0.43	0.10	0.11

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	140	146	880	55	43	578
v/c Ratio	0.38	0.33	0.50	0.07	0.17	0.28
Control Delay (s/veh)	22.4	7.3	10.6	4.2	24.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.4	7.3	10.6	4.2	24.4	5.3
Queue Length 50th (ft)	26	0	54	1	8	32
Queue Length 95th (ft)	99	42	181	18	44	64
Internal Link Dist (ft)	258		763			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	1271	1163	3467	1518	602	3539
Starvation Cap Reductn	0	0	0	0	18	1237
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.13	0.25	0.04	0.07	0.25

Intersection Summary

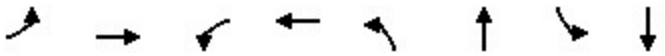
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	0	10	47	0	6
Future Vol, veh/h	173	0	10	47	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	188	0	11	51	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	261	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1386	-	728	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	722	854
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.34	9.25
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	316	-
HCM Lane V/C Ratio	0.008	-	-	0.008	-
HCM Control Delay (s/veh)	9.2	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	104	82	95	53	38	569	200	871
v/c Ratio	0.27	0.16	0.26	0.10	0.16	0.48	0.34	0.42
Control Delay (s/veh)	20.6	10.5	20.5	9.7	28.6	15.5	24.8	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	10.5	20.5	9.7	28.6	15.5	24.8	11.7
Queue Length 50th (ft)	24	7	22	3	9	61	24	58
Queue Length 95th (ft)	78	41	73	29	48	156	81	246
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	1023	1289	997	1258	502	3073	1447	3304
Starvation Cap Reductn	0	0	0	0	15	561	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.06	0.10	0.04	0.08	0.23	0.14	0.26

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	18	25	575	29	70	928
v/c Ratio	0.06	0.09	0.25	0.02	0.22	0.30
Control Delay (s/veh)	16.9	9.7	7.2	4.5	16.4	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.9	9.7	7.2	4.5	16.4	2.3
Queue Length 50th (ft)	3	0	24	0	10	0
Queue Length 95th (ft)	18	15	89	11	42	67
Internal Link Dist (ft)	258		763			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	880	788	3539	1549	1336	3539
Starvation Cap Reductn	0	0	0	0	28	395
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.03	0.16	0.02	0.05	0.30

Intersection Summary

ATTACHMENT C: HORIZON YEAR (2040) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	188	0	4	125	0	8
Future Vol, veh/h	188	0	4	125	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	204	0	4	136	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	349	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1367	-	648	836
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1367	-	646	836
Mov Cap-2 Maneuver	-	-	-	-	646	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	880	-

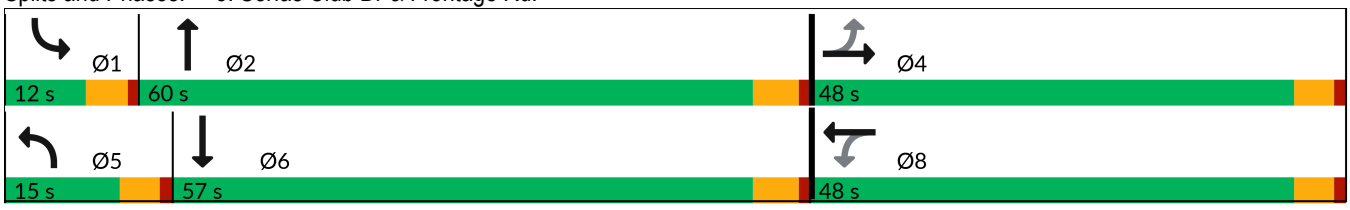
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.24	9.35
HCM LOS			A

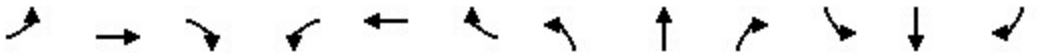
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	56	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s/veh)	9.4	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	135	12	301	21	61	1210	134	574
Future Volume (vph)	135	12	301	21	61	1210	134	574
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	29.2	29.2	29.2	29.2	7.9	43.8	7.3	46.1
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.08	0.46	0.08	0.48
v/c Ratio	0.59	0.11	0.75	0.50	0.43	0.81	0.52	0.37
Control Delay (s/veh)	41.6	10.1	44.0	15.9	57.1	27.9	55.7	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.9	19.9	0.0	0.0
Total Delay (s/veh)	41.6	10.1	44.0	15.9	58.1	47.9	55.7	18.5
LOS	D	B	D	B	E	D	E	B
Approach Delay (s/veh)		31.8		30.3		48.4		25.2
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 95.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 37.5	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	12	49	301	21	268	61	1210	64	134	574	48
Future Volume (veh/h)	135	12	49	301	21	268	61	1210	64	134	574	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	12	41	310	22	145	63	1247	66	138	592	49
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	347	109	372	454	62	406	84	1593	84	213	1588	131
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.05	0.46	0.46	0.06	0.48	0.48
Sat Flow, veh/h	1218	371	1269	1350	211	1388	1781	3430	181	3456	3317	274
Grp Volume(v), veh/h	139	0	53	310	0	167	63	645	668	138	317	324
Grp Sat Flow(s),veh/h/ln	1218	0	1640	1350	0	1598	1781	1777	1835	1728	1777	1814
Q Serve(g_s), s	8.1	0.0	1.9	17.3	0.0	6.6	2.8	24.3	24.4	3.1	9.0	9.0
Cycle Q Clear(g_c), s	14.7	0.0	1.9	19.2	0.0	6.6	2.8	24.3	24.4	3.1	9.0	9.0
Prop In Lane	1.00		0.77	1.00		0.87	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	347	0	480	454	0	468	84	825	852	213	851	869
V/C Ratio(X)	0.40	0.00	0.11	0.68	0.00	0.36	0.75	0.78	0.78	0.65	0.37	0.37
Avail Cap(c_a), veh/h	653	0	893	793	0	870	233	1226	1266	321	1159	1183
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	20.6	27.6	0.0	22.2	37.4	17.9	17.9	36.5	13.1	13.2
Incr Delay (d2), s/veh	0.7	0.0	0.1	1.8	0.0	0.5	4.9	2.0	1.9	1.2	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	2.4	0.0	0.7	5.7	0.0	2.5	1.3	9.3	9.6	1.3	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	0.0	20.7	29.4	0.0	22.7	42.3	19.9	19.9	37.7	13.4	13.4
LnGrp LOS	C		C	C		C	D	B	B	D	B	B
Approach Vol, veh/h		192			477			1376			779	
Approach Delay, s/veh		26.5			27.0			20.9			17.7	
Approach LOS		C			C			C			B	

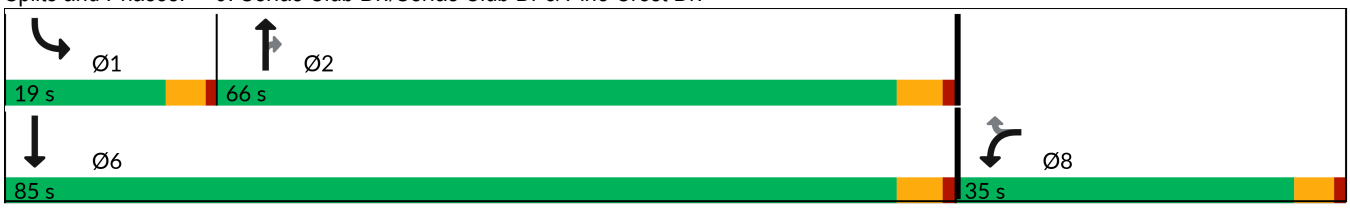
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	42.0		28.0	8.4	43.2		28.0				
Change Period (Y+Rc), s	4.6	5.1		4.7	4.6	5.1		4.7				
Max Green Setting (Gmax), s	7.4	54.9		43.3	10.4	51.9		43.3				
Max Q Clear Time (g_c+I1), s	5.1	26.4		16.7	4.8	11.0		21.2				
Green Ext Time (p_c), s	0.0	10.6		0.8	0.0	4.3		2.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		21.4	
HCM 7th LOS		C	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	176	214	1121	69	190	734
Future Volume (vph)	176	214	1121	69	190	734
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	13.7	13.7	36.9	36.9	14.5	56.3
Actuated g/C Ratio	0.17	0.17	0.46	0.46	0.18	0.70
v/c Ratio	0.62	0.50	0.73	0.09	0.63	0.31
Control Delay (s/veh)	42.3	8.9	20.7	6.2	44.7	5.2
Queue Delay	0.0	0.0	0.0	0.0	64.4	0.2
Total Delay (s/veh)	42.3	8.9	20.7	6.2	109.1	5.4
LOS	D	A	C	A	F	A
Approach Delay (s/veh)	24.0		19.9			26.8
Approach LOS	C		B			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 80	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 23.1	Intersection LOS: C
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	176	214	1121	69	190	734
Future Volume (veh/h)	176	214	1121	69	190	734
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	169	1205	63	204	789
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	255	227	1727	754	251	2491
Arrive On Green	0.14	0.14	0.49	0.49	0.14	0.70
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	189	169	1205	63	204	789
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	6.3	6.4	16.4	1.4	6.9	5.3
Cycle Q Clear(g_c), s	6.3	6.4	16.4	1.4	6.9	5.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	255	227	1727	754	251	2491
V/C Ratio(X)	0.74	0.74	0.70	0.08	0.81	0.32
Avail Cap(c_a), veh/h	870	774	3476	1517	412	4560
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.6	25.6	12.4	8.6	25.9	3.6
Incr Delay (d2), s/veh	1.6	1.8	0.5	0.0	2.4	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	2.7	2.4	5.4	0.4	2.9	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.2	27.4	13.0	8.6	28.3	3.6
LnGrp LOS	C	C	B	A	C	A
Approach Vol, veh/h	358		1268			993
Approach Delay, s/veh	27.3		12.7			8.7
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.4	35.4			48.8	13.5
Change Period (Y+Rc), s	4.6	5.1			5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9			79.9	30.4
Max Q Clear Time (g_c+I1), s	8.9	18.4			7.3	8.4
Green Ext Time (p_c), s	0.1	11.8			6.5	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	252	0	10	144	0	6
Future Vol, veh/h	252	0	10	144	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	274	0	11	157	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	274	0	452	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1289	-	565	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	560	765
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	845	-

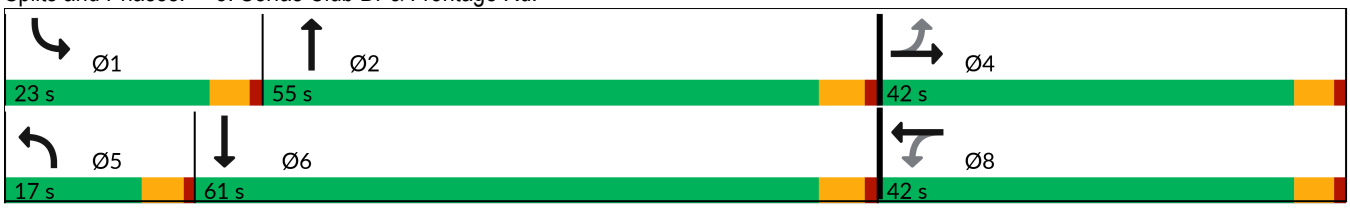
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.51	9.75
HCM LOS			A

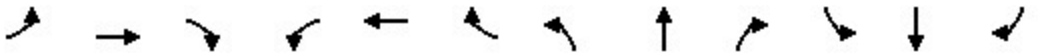
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	-	-	117	-
HCM Lane V/C Ratio	0.009	-	-	0.008	-
HCM Control Delay (s/veh)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	151	43	124	18	47	662	300	1311
Future Volume (vph)	151	43	124	18	47	662	300	1311
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	17.2	17.2	17.2	17.2	7.4	33.2	13.0	44.7
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.09	0.42	0.16	0.56
v/c Ratio	0.55	0.27	0.46	0.21	0.29	0.58	0.55	0.73
Control Delay (s/veh)	40.0	17.1	37.7	13.1	45.9	18.6	38.4	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.1
Total Delay (s/veh)	40.0	17.1	37.7	13.1	46.0	19.2	38.4	17.4
LOS	D	B	D	B	D	B	D	B
Approach Delay (s/veh)		30.5		27.8		20.7		21.2
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 22.3	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	43	65	124	18	65	47	662	157	300	1311	88
Future Volume (veh/h)	151	43	65	124	18	65	47	662	157	300	1311	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	45	59	129	19	52	49	690	161	312	1366	92
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	145	190	295	86	236	80	1320	308	426	1827	123
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.46	0.46	0.12	0.54	0.54
Sat Flow, veh/h	1329	734	962	1289	437	1197	1781	2851	665	3456	3374	226
Grp Volume(v), veh/h	157	0	104	129	0	71	49	430	421	312	717	741
Grp Sat Flow(s),veh/h/ln	1329	0	1695	1289	0	1634	1781	1777	1739	1728	1777	1824
Q Serve(g_s), s	7.5	0.0	3.5	6.3	0.0	2.4	1.8	11.4	11.4	5.8	20.7	20.9
Cycle Q Clear(g_c), s	9.9	0.0	3.5	9.8	0.0	2.4	1.8	11.4	11.4	5.8	20.7	20.9
Prop In Lane	1.00		0.57	1.00		0.73	1.00		0.38	1.00		0.12
Lane Grp Cap(c), veh/h	322	0	335	295	0	323	80	822	805	426	962	987
V/C Ratio(X)	0.49	0.00	0.31	0.44	0.00	0.22	0.61	0.52	0.52	0.73	0.75	0.75
Avail Cap(c_a), veh/h	805	0	950	763	0	916	332	1332	1304	955	1492	1532
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	22.8	27.0	0.0	22.4	31.2	12.7	12.7	28.1	11.7	11.8
Incr Delay (d2), s/veh	1.1	0.0	0.5	1.0	0.0	0.3	2.8	0.5	0.5	0.9	1.2	1.2
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	2.4	0.0	1.4	2.0	0.0	0.9	0.8	4.0	3.9	2.3	6.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.7	0.0	23.4	28.0	0.0	22.7	34.1	13.2	13.2	29.0	12.9	13.0
LnGrp LOS	C		C	C		C	C	B	B	C	B	B
Approach Vol, veh/h		261			200			900			1770	
Approach Delay, s/veh		26.0			26.2			14.3			15.8	
Approach LOS		C			C			B			B	

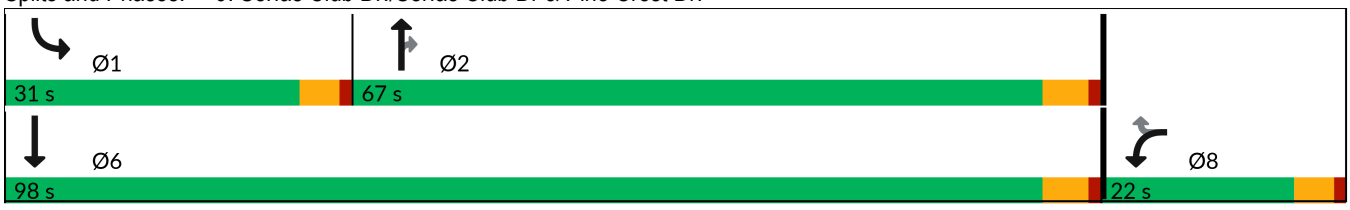
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	35.9		17.8	7.6	41.1		17.8				
Change Period (Y+Rc), s	4.6	5.1		4.7	4.6	5.1		4.7				
Max Green Setting (Gmax), s	18.4	49.9		37.3	12.4	55.9		37.3				
Max Q Clear Time (g_c+I1), s	7.8	13.4		11.9	3.8	22.9		11.8				
Green Ext Time (p_c), s	0.4	6.2		1.1	0.0	13.2		0.8				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.9	
HCM 7th LOS		B	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	31	836	37	136	1364
Future Volume (vph)	51	31	836	37	136	1364
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	6.6	6.6	24.1	24.1	9.3	41.0
Actuated g/C Ratio	0.13	0.13	0.48	0.48	0.19	0.82
v/c Ratio	0.22	0.13	0.50	0.04	0.42	0.48
Control Delay (s/veh)	25.6	12.0	11.7	4.7	24.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	25.6	12.0	11.7	4.7	24.5	3.9
LOS	C	B	B	A	C	A
Approach Delay (s/veh)	20.5		11.5			5.8
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.9	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 8.3	Intersection LOS: A
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	51	31	836	37	136	1364
Future Volume (veh/h)	51	31	836	37	136	1364
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	32	862	37	140	1406
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	137	122	1628	710	184	2408
Arrive On Green	0.08	0.08	0.46	0.46	0.10	0.68
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	53	32	862	37	140	1406
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	1.1	0.8	6.9	0.5	3.0	8.3
Cycle Q Clear(g_c), s	1.1	0.8	6.9	0.5	3.0	8.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	137	122	1628	710	184	2408
V/C Ratio(X)	0.39	0.26	0.53	0.05	0.76	0.58
Avail Cap(c_a), veh/h	785	698	5569	2430	1191	8359
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	17.3	17.2	7.7	5.9	17.2	3.4
Incr Delay (d2), s/veh	0.7	0.4	0.3	0.0	2.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	1.7	0.1	1.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.0	17.6	7.9	6.0	19.7	3.6
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	85		899			1546
Approach Delay, s/veh	17.9		7.8			5.1
Approach LOS	B		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.7	23.2				31.9	7.6
Change Period (Y+Rc), s	4.6	5.1				5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9				92.9	17.4
Max Q Clear Time (g_c+I1), s	5.0	8.9				10.3	3.1
Green Ext Time (p_c), s	0.2	7.4				16.4	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	6.5
HCM 7th LOS	A

ATTACHMENT D: HORIZON YEAR (2040) WITH PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS

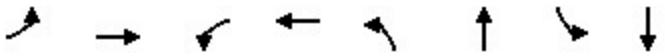
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	188	0	4	125	0	8
Future Vol, veh/h	188	0	4	125	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	204	0	4	136	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	349	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1367	-	648	836
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1367	-	646	836
Mov Cap-2 Maneuver	-	-	-	-	646	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.24	9.35
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	56	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s/veh)	9.4	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	139	63	310	298	63	1313	138	641
v/c Ratio	0.59	0.11	0.75	0.50	0.43	0.81	0.52	0.37
Control Delay (s/veh)	41.6	10.1	44.0	15.9	57.1	27.9	55.7	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.9	19.9	0.0	0.0
Total Delay (s/veh)	41.6	10.1	44.0	15.9	58.1	47.9	55.7	18.5
Queue Length 50th (ft)	73	5	172	64	38	356	43	133
Queue Length 95th (ft)	153	36	303	156	94	547	#94	225
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	364	802	638	841	203	2131	280	2010
Starvation Cap Reductn	0	0	0	0	43	849	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.08	0.49	0.35	0.39	1.02	0.49	0.32

Intersection Summary

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	189	230	1205	74	204	789
v/c Ratio	0.62	0.50	0.73	0.09	0.63	0.31
Control Delay (s/veh)	42.3	8.9	20.7	6.2	44.7	5.2
Queue Delay	0.0	0.0	0.0	0.0	64.4	0.2
Total Delay (s/veh)	42.3	8.9	20.7	6.2	109.1	5.4
Queue Length 50th (ft)	87	0	242	7	93	63
Queue Length 95th (ft)	184	62	372	31	#258	122
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	696	754	2778	1226	330	3314
Starvation Cap Reductn	0	0	0	0	149	1691
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.31	0.43	0.06	1.13	0.49

Intersection Summary

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

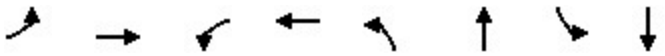
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	252	0	10	144	0	6
Future Vol, veh/h	252	0	10	144	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	274	0	11	157	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	274	0	452	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1289	-	565	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	560	765
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.51	9.75
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	-	-	117	-
HCM Lane V/C Ratio	0.009	-	-	0.008	-
HCM Control Delay (s/veh)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	157	113	129	87	49	854	313	1458
v/c Ratio	0.55	0.27	0.46	0.21	0.29	0.58	0.55	0.73
Control Delay (s/veh)	40.0	17.1	37.7	13.1	45.9	18.6	38.4	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.1
Total Delay (s/veh)	40.0	17.1	37.7	13.1	46.0	19.2	38.4	17.4
Queue Length 50th (ft)	75	20	61	8	25	150	79	289
Queue Length 95th (ft)	159	71	132	49	70	273	148	511
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	675	902	659	875	304	2341	876	2587
Starvation Cap Reductn	0	0	0	0	34	994	0	284
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.13	0.20	0.10	0.18	0.63	0.36	0.63

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	53	32	862	38	140	1406
v/c Ratio	0.22	0.13	0.50	0.04	0.42	0.48
Control Delay (s/veh)	25.6	12.0	11.7	4.7	24.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	25.6	12.0	11.7	4.7	24.5	3.9
Queue Length 50th (ft)	14	0	97	1	37	84
Queue Length 95th (ft)	50	22	178	15	98	146
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	651	594	3482	1525	989	3539
Starvation Cap Reductn	0	0	0	0	119	1170
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.05	0.25	0.02	0.16	0.59

Intersection Summary

ATTACHMENT E: GENERAL PLAN BUILDOUT (2045) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	0	4	138	0	8
Future Vol, veh/h	208	0	4	138	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	226	0	4	150	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	226	0	385	226
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1342	-	618	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1342	-	616	813
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	867	-

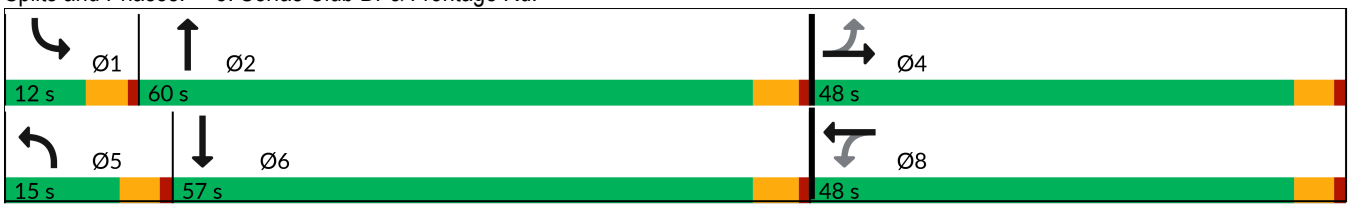
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.22	9.47
HCM LOS			A

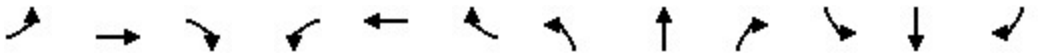
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	51	-
HCM Lane V/C Ratio	0.011	-	-	0.003	-
HCM Control Delay (s/veh)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	149	13	332	23	67	1336	148	633
Future Volume (vph)	149	13	332	23	67	1336	148	633
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	48.0	48.0	48.0	48.0	15.0	60.0	12.0	57.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	12.5%	50.0%	10.0%	47.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	32.9	32.9	32.9	32.9	8.2	49.1	7.3	51.0
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.08	0.47	0.07	0.49
v/c Ratio	0.71	0.12	0.81	0.54	0.49	0.87	0.63	0.41
Control Delay (s/veh)	52.2	9.8	50.3	19.0	63.2	32.8	63.5	20.1
Queue Delay	0.0	0.0	0.0	0.0	2.2	49.1	0.0	0.0
Total Delay (s/veh)	52.2	9.8	50.3	19.0	65.4	81.9	63.5	20.1
LOS	D	A	D	B	E	F	E	C
Approach Delay (s/veh)		39.1		35.0		81.2		27.9
Approach LOS		D		C		F		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 104.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 54.8	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	13	54	332	23	296	67	1336	70	148	633	53
Future Volume (veh/h)	149	13	54	332	23	296	67	1336	70	148	633	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	13	46	342	24	174	69	1377	72	153	653	55
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	113	400	460	60	439	89	1631	85	219	1618	136
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.05	0.48	0.48	0.06	0.49	0.49
Sat Flow, veh/h	1185	361	1278	1343	193	1402	1781	3433	179	3456	3311	279
Grp Volume(v), veh/h	154	0	59	342	0	198	69	711	738	153	350	358
Grp Sat Flow(s),veh/h/ln	1185	0	1639	1343	0	1595	1781	1777	1835	1728	1777	1813
Q Serve(g_s), s	11.4	0.0	2.5	23.6	0.0	9.4	3.7	33.9	34.2	4.2	12.2	12.2
Cycle Q Clear(g_c), s	20.8	0.0	2.5	26.1	0.0	9.4	3.7	33.9	34.2	4.2	12.2	12.2
Prop In Lane	1.00		0.78	1.00		0.88	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	329	0	513	460	0	499	89	844	872	219	868	886
V/C Ratio(X)	0.47	0.00	0.12	0.74	0.00	0.40	0.78	0.84	0.85	0.70	0.40	0.40
Avail Cap(c_a), veh/h	489	0	733	640	0	713	191	1007	1040	264	952	972
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	0.0	23.7	33.0	0.0	26.1	45.5	22.2	22.3	44.5	15.8	15.8
Incr Delay (d2), s/veh	1.0	0.0	0.1	3.0	0.0	0.5	5.3	5.7	5.7	4.2	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	3.4	0.0	1.0	8.0	0.0	3.6	1.7	14.4	15.0	1.9	4.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.3	0.0	23.8	36.0	0.0	26.6	50.8	27.9	28.0	48.7	16.1	16.1
LnGrp LOS	D		C	D		C	D	C	C	D	B	B
Approach Vol, veh/h		213			540			1518			861	
Approach Delay, s/veh		32.1			32.6			29.0			21.9	
Approach LOS		C			C			C			C	

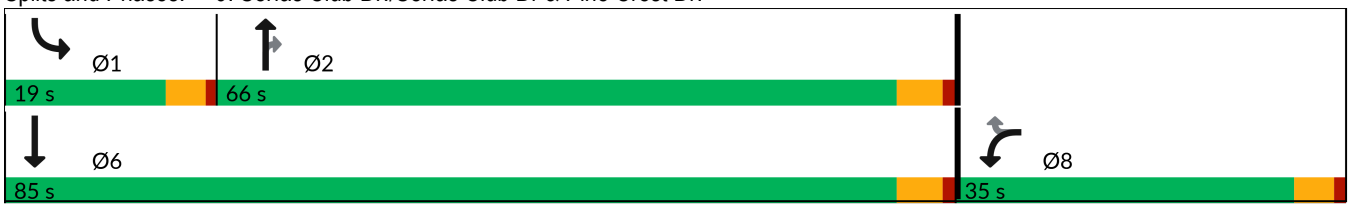
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	51.1		35.0	9.4	52.4		35.0				
Change Period (Y+Rc), s	4.6	5.1		4.7	4.6	5.1		4.7				
Max Green Setting (Gmax), s	7.4	54.9		43.3	10.4	51.9		43.3				
Max Q Clear Time (g_c+I1), s	6.2	36.2		22.8	5.7	14.2		28.1				
Green Ext Time (p_c), s	0.0	9.9		0.9	0.0	4.8		2.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		27.9	
HCM 7th LOS		C	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	194	236	1237	76	210	810
Future Volume (vph)	194	236	1237	76	210	810
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	35.0	35.0	66.0	66.0	19.0	85.0
Total Split (%)	29.2%	29.2%	55.0%	55.0%	15.8%	70.8%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	15.6	15.6	43.1	43.1	14.9	62.8
Actuated g/C Ratio	0.18	0.18	0.49	0.49	0.17	0.71
v/c Ratio	0.67	0.54	0.77	0.10	0.75	0.34
Control Delay (s/veh)	47.1	11.2	22.0	6.4	56.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	63.3	0.4
Total Delay (s/veh)	47.1	11.2	22.0	6.4	119.9	6.1
LOS	D	B	C	A	F	A
Approach Delay (s/veh)	27.5		21.1			29.6
Approach LOS	C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 25.2	Intersection LOS: C
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	194	236	1237	76	210	810
Future Volume (veh/h)	194	236	1237	76	210	810
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	193	1330	71	226	871
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	272	242	1789	781	268	2544
Arrive On Green	0.15	0.15	0.50	0.50	0.15	0.72
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	209	193	1330	71	226	871
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	8.3	8.7	22.0	1.8	9.1	6.8
Cycle Q Clear(g_c), s	8.3	8.7	22.0	1.8	9.1	6.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	272	242	1789	781	268	2544
V/C Ratio(X)	0.77	0.80	0.74	0.09	0.84	0.34
Avail Cap(c_a), veh/h	731	651	2923	1276	346	3835
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	30.1	30.2	14.6	9.6	30.6	4.0
Incr Delay (d2), s/veh	1.7	2.3	0.6	0.0	11.2	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	3.6	3.4	7.7	0.5	4.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.8	32.5	15.2	9.6	41.8	4.0
LnGrp LOS	C	C	B	A	D	A
Approach Vol, veh/h	402		1401			1097
Approach Delay, s/veh	32.1		14.9			11.8
Approach LOS	C		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.7	42.4				58.1	15.9
Change Period (Y+Rc), s	4.6	5.1				5.1	4.6
Max Green Setting (Gmax), s	14.4	60.9				79.9	30.4
Max Q Clear Time (g_c+I1), s	11.1	24.0				8.8	10.7
Green Ext Time (p_c), s	0.1	13.3				7.4	0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	16.1	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	278	0	10	159	0	6
Future Vol, veh/h	278	0	10	159	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	302	0	11	173	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	302	0	497	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1259	-	533	737
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1259	-	528	737
Mov Cap-2 Maneuver	-	-	-	-	528	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	830	-

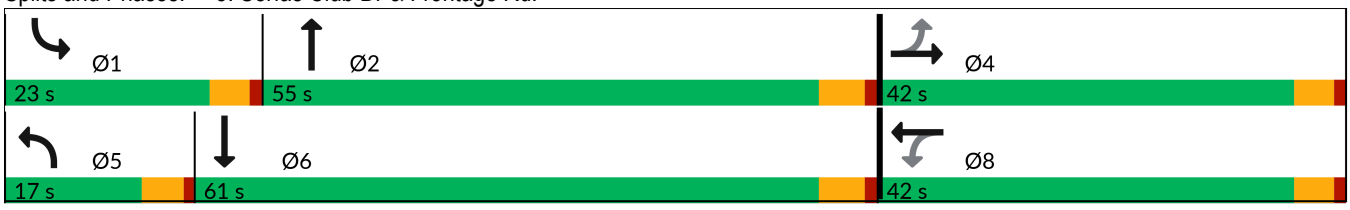
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.47	9.92
HCM LOS			A

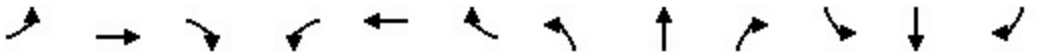
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	737	-	-	107	-
HCM Lane V/C Ratio	0.009	-	-	0.009	-
HCM Control Delay (s/veh)	9.9	-	-	7.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	167	47	137	20	52	731	330	1447
Future Volume (vph)	167	47	137	20	52	731	330	1447
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	31.7	31.7	14.7	14.7	9.6	28.1	9.6	25.1
Total Split (s)	42.0	42.0	42.0	42.0	17.0	55.0	23.0	61.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	14.2%	45.8%	19.2%	50.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.6	4.1	3.6	4.1
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)	4.7	4.7	4.7	4.7	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	18.1	18.1	18.1	18.1	7.6	43.0	13.7	52.3
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.08	0.48	0.15	0.58
v/c Ratio	0.66	0.31	0.58	0.24	0.36	0.56	0.65	0.79
Control Delay (s/veh)	48.9	19.4	45.3	13.2	51.1	18.6	45.0	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	8.6	0.0	0.8
Total Delay (s/veh)	48.9	19.4	45.3	13.2	51.4	27.2	45.0	21.3
LOS	D	B	D	B	D	C	D	C
Approach Delay (s/veh)		36.7		32.5		28.6		25.5
Approach LOS		D		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 27.8	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Serfas Club Dr & Frontage Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	47	71	137	20	72	52	731	173	330	1447	97
Future Volume (veh/h)	167	47	71	137	20	72	52	731	173	330	1447	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	49	65	143	21	59	54	761	177	344	1507	101
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	153	203	288	90	253	79	1360	316	442	1891	126
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.48	0.48	0.13	0.56	0.56
Sat Flow, veh/h	1319	728	966	1277	429	1204	1781	2853	664	3456	3376	225
Grp Volume(v), veh/h	174	0	114	143	0	80	54	474	464	344	789	819
Grp Sat Flow(s),veh/h/ln	1319	0	1695	1277	0	1633	1781	1777	1740	1728	1777	1824
Q Serve(g_s), s	9.8	0.0	4.4	8.3	0.0	3.2	2.3	14.8	14.8	7.5	27.3	27.8
Cycle Q Clear(g_c), s	13.0	0.0	4.4	12.7	0.0	3.2	2.3	14.8	14.8	7.5	27.3	27.8
Prop In Lane	1.00		0.57	1.00		0.74	1.00		0.38	1.00		0.12
Lane Grp Cap(c), veh/h	316	0	356	288	0	343	79	847	829	442	995	1022
V/C Ratio(X)	0.55	0.00	0.32	0.50	0.00	0.23	0.68	0.56	0.56	0.78	0.79	0.80
Avail Cap(c_a), veh/h	673	0	814	634	0	785	285	1142	1118	819	1279	1313
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	26.0	31.4	0.0	25.5	36.6	14.5	14.5	32.8	13.5	13.6
Incr Delay (d2), s/veh	1.5	0.0	0.5	1.3	0.0	0.3	3.9	0.6	0.6	1.1	2.7	2.8
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	3.2	0.0	1.8	2.6	0.0	1.2	1.1	5.4	5.3	3.1	9.8	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	0.0	26.5	32.7	0.0	25.8	40.4	15.1	15.1	33.9	16.2	16.4
LnGrp LOS	C		C	C		C	D	B	B	C	B	B
Approach Vol, veh/h		288			223			992			1952	
Approach Delay, s/veh		30.0			30.2			16.5			19.4	
Approach LOS		C			C			B			B	

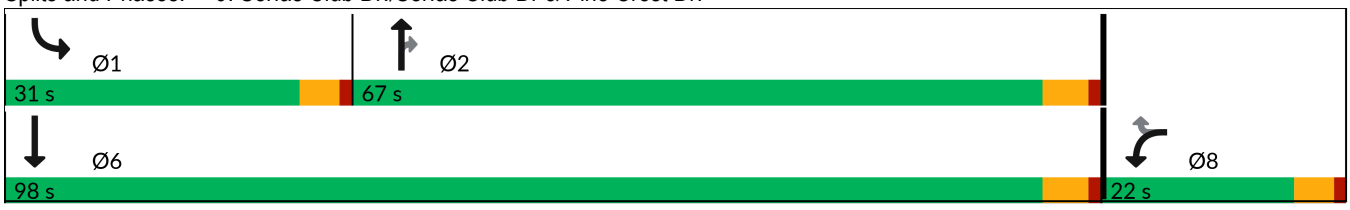
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.5	42.1		21.0	8.0	48.6		21.0				
Change Period (Y+Rc), s	4.6	5.1		4.7	4.6	5.1		4.7				
Max Green Setting (Gmax), s	18.4	49.9		37.3	12.4	55.9		37.3				
Max Q Clear Time (g_c+I1), s	9.5	16.8		15.0	4.3	29.8		14.7				
Green Ext Time (p_c), s	0.5	6.9		1.2	0.0	13.7		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			20.2									
HCM 7th LOS			C									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	56	34	922	41	150	1506
Future Volume (vph)	56	34	922	41	150	1506
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	9.6	22.1	22.1	9.6	15.1
Total Split (s)	22.0	22.0	67.0	67.0	31.0	98.0
Total Split (%)	18.3%	18.3%	55.8%	55.8%	25.8%	81.7%
Yellow Time (s)	3.6	3.6	4.1	4.1	3.6	4.1
All-Red Time (s)	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)	4.6	4.6	5.1	5.1	4.6	5.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	6.9	6.9	27.2	27.2	10.2	43.5
Actuated g/C Ratio	0.12	0.12	0.48	0.48	0.18	0.77
v/c Ratio	0.27	0.15	0.55	0.05	0.48	0.57
Control Delay (s/veh)	29.2	12.7	13.3	5.0	28.3	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	29.2	12.7	13.3	5.0	28.4	5.1
LOS	C	B	B	A	C	A
Approach Delay (s/veh)	23.0		13.0			7.3
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.6	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 9.8	Intersection LOS: A
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Serfas Club Dr./Serfas Club Dr & Pine Crest Dr.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	56	34	922	41	150	1506
Future Volume (veh/h)	56	34	922	41	150	1506
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	35	951	41	155	1553
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	135	120	1761	768	203	2525
Arrive On Green	0.08	0.08	0.50	0.50	0.11	0.71
Sat Flow, veh/h	1781	1585	3647	1551	1781	3647
Grp Volume(v), veh/h	58	35	951	41	155	1553
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1551	1781	1777
Q Serve(g_s), s	1.4	0.9	8.4	0.6	3.8	10.2
Cycle Q Clear(g_c), s	1.4	0.9	8.4	0.6	3.8	10.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	135	120	1761	768	203	2525
V/C Ratio(X)	0.43	0.29	0.54	0.05	0.76	0.62
Avail Cap(c_a), veh/h	682	607	4842	2113	1035	7266
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	20.0	19.8	7.9	5.9	19.5	3.4
Incr Delay (d2), s/veh	0.8	0.5	0.3	0.0	2.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	2.2	0.1	1.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.8	20.3	8.2	6.0	21.8	3.6
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	93		992			1708
Approach Delay, s/veh	20.6		8.1			5.3
Approach LOS	C		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.8	27.6				37.4	8.1
Change Period (Y+Rc), s	4.6	5.1				5.1	4.6
Max Green Setting (Gmax), s	26.4	61.9				92.9	17.4
Max Q Clear Time (g_c+I1), s	5.8	10.4				12.2	3.4
Green Ext Time (p_c), s	0.2	8.5				20.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	6.8
HCM 7th LOS	A

ATTACHMENT F: GENERAL PLAN BUILDOUT (2045) WITH PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS

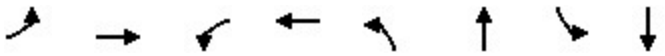
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	0	4	138	0	8
Future Vol, veh/h	208	0	4	138	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	226	0	4	150	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	226	0	385	226
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1342	-	618	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1342	-	616	813
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.22	9.47
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	51	-
HCM Lane V/C Ratio	0.011	-	-	0.003	-
HCM Control Delay (s/veh)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	69	342	329	69	1449	153	708
v/c Ratio	0.71	0.12	0.81	0.54	0.49	0.87	0.63	0.41
Control Delay (s/veh)	52.2	9.8	50.3	19.0	63.2	32.8	63.5	20.1
Queue Delay	0.0	0.0	0.0	0.0	2.2	49.1	0.0	0.0
Total Delay (s/veh)	52.2	9.8	50.3	19.0	65.4	81.9	63.5	20.1
Queue Length 50th (ft)	98	6	226	102	48	456	56	166
Queue Length 95th (ft)	180	38	344	190	101	#645	#109	253
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	294	727	570	767	182	1916	252	1812
Starvation Cap Reductn	0	0	0	0	46	843	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.09	0.60	0.43	0.51	1.35	0.61	0.39

Intersection Summary

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	209	254	1330	82	226	871
v/c Ratio	0.67	0.54	0.77	0.10	0.75	0.34
Control Delay (s/veh)	47.1	11.2	22.0	6.4	56.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	63.3	0.4
Total Delay (s/veh)	47.1	11.2	22.0	6.4	119.9	6.1
Queue Length 50th (ft)	107	9	296	9	119	80
Queue Length 95th (ft)	218	84	446	35	#331	147
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	630	706	2525	1119	298	3144
Starvation Cap Reductn	0	0	0	0	134	1668
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.36	0.53	0.07	1.38	0.59

Intersection Summary

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

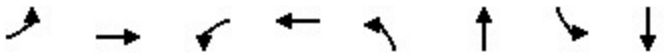
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	278	0	10	159	0	6
Future Vol, veh/h	278	0	10	159	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	302	0	11	173	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	302	0	497	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1259	-	533	737
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1259	-	528	737
Mov Cap-2 Maneuver	-	-	-	-	528	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	830	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.47	9.92
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	737	-	-	107	-
HCM Lane V/C Ratio	0.009	-	-	0.009	-
HCM Control Delay (s/veh)	9.9	-	-	7.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	174	123	143	96	54	941	344	1608
v/c Ratio	0.66	0.31	0.58	0.24	0.36	0.56	0.65	0.79
Control Delay (s/veh)	48.9	19.4	45.3	13.2	51.1	18.6	45.0	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	8.6	0.0	0.8
Total Delay (s/veh)	48.9	19.4	45.3	13.2	51.4	27.2	45.0	21.3
Queue Length 50th (ft)	100	29	81	11	32	183	104	364
Queue Length 95th (ft)	177	80	148	52	76	320	164	632
Internal Link Dist (ft)		168		165		78		435
Turn Bay Length (ft)	65						150	
Base Capacity (vph)	566	773	533	754	257	2018	740	2299
Starvation Cap Reductn	0	0	0	0	39	1038	0	377
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.16	0.27	0.13	0.25	0.96	0.46	0.84

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	58	35	951	42	155	1553
v/c Ratio	0.27	0.15	0.55	0.05	0.48	0.57
Control Delay (s/veh)	29.2	12.7	13.3	5.0	28.3	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	29.2	12.7	13.3	5.0	28.4	5.1
Queue Length 50th (ft)	17	0	117	1	45	104
Queue Length 95th (ft)	58	25	215	17	116	180
Internal Link Dist (ft)	237		759			78
Turn Bay Length (ft)				145		
Base Capacity (vph)	563	520	3417	1497	855	3539
Starvation Cap Reductn	0	0	0	0	138	1137
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.07	0.28	0.03	0.22	0.65

Intersection Summary

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